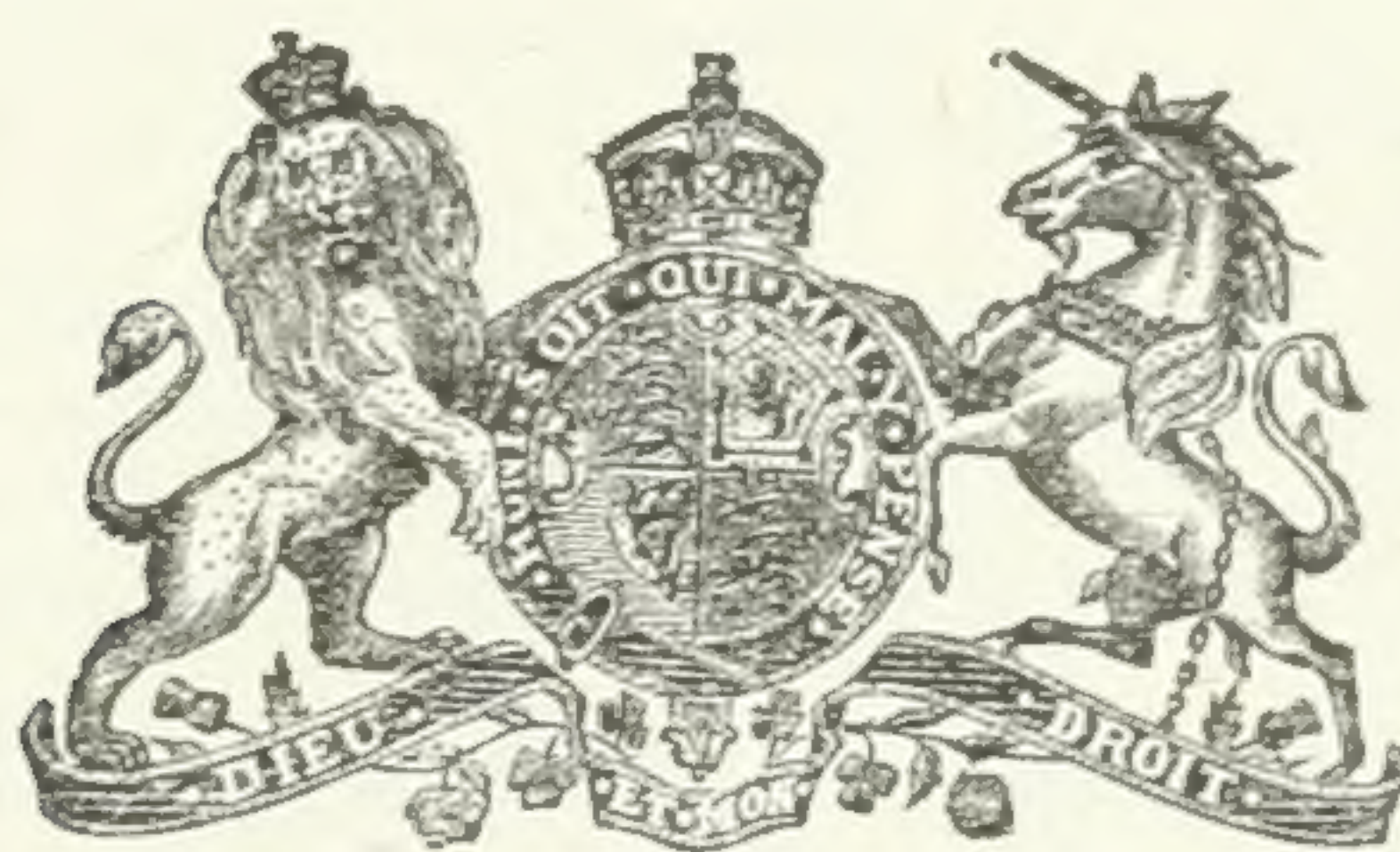


DOMINION OF CANADA
REPORT
OF THE
DEPARTMENT OF TRADE AND COMMERCE
FOR THE
FISCAL YEAR ENDED MARCH 31
1908

PART III

SUBSIDIZED STEAMSHIP SERVICES
WITH STATISTICS SHOWING STEAMSHIP TRAFFIC TO DEC. 31,
1908, AND ESTIMATES FOR FISCAL YEAR 1909-10.

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OTTAWA

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EXCELLENT MAJESTY

1909

[No. 10b—1909]

FOR INDEXES AND MAPS SHOWING SERVICES PERFORMED,
SEE END OF VOLUME.

EXPLANATION of Estimates for the Year ending March 31, 1910, as compared with those for the Year ending March 31, 1909, with statements of services rendered and Expenditures to December 31, 1908, on account of Mail Subsidies and Steamship Subventions.

XVIII--MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS.

Amount to be voted \$1,581,800.66

No. of Vote.	SERVICE.	1908-9.	1909-10.
		\$	\$
161	Steam service between Annapolis and London or Hull, England, or both	5,000 00	5,000 00
162	Steam service between Baddeck, Grand Narrows, Iona, Big Pond and East Bay	5,825 00	5,825 00
163	Steam service between Bonaventure River, Que., and Petit Rocher, N.B., tri-weekly during the season of 1909	3,000 00	3,000 00
164	Steam service between Canada and Australia	180,509 00	180,509 00
165	Ocean and mail service between Canada and Great Britain	550,000 00	600,000 00
166	Steam services between Canada and Mexico upon the Atlantic and Pacific Oceans	100,000 00	100,000 00
167	Steam service or services between Canada and Newfoundland	20,000 00	18,000 00
168	Steam service between Canada and New Zealand	50,000 00	50,000 00
169	Steam service between Canada and South Africa	146,000 00	146,000 00
170	Steam service between Froude's Point and Lockeport, N.S.	600 00	600 00
171	Steam service from the opening to the closing of navigation in 1909, between Gaspé Basin and Dalhousie or Cambellton	15,000 00	15,000 00
172	Schooner service twice per month during the season of open navigation between Gaspé Basin and the north shore of the River and Gulf of St. Lawrence	1,000 00	1,000 00
173	Steam service between Grand Manan and the Mainland	5,000 00	5,000 00
174	Steam service between Halifax and Canso	4,000 00	4,000 00
175	Steam service between Halifax and Newfoundland <i>via</i> Cape Breton ports	2,000 00	4,000 00
176	Steam service between Halifax and Spry Bay	2,500 00	2,500 00
177	Steam service between Halifax, St. John's, Newfoundland and Liverpool	20,000 00	20,000 00
178	Steam service from the opening to the closing of navigation in 1909 between the Mainland and the Magdalen Islands	15,000 00	12,500 00
179	Steam service between Montreal, Quebec and Manchester, Eng., during the summer season and between St. John, Halifax and Manchester during the winter season	35,000 00	35,000 00
180	Steam service between Newcastle, Neguac and Escuminac and calling at all intermediate points on the Miramichi River and Miramichi Bay	1,500 00	1,500 00
181	Steam service between Pelee Island and the mainland	1,500 00	1,500 00
182	Steam service between Petit de Grat and Intercolonial Railway terminus at Mulgrave	4,000 00	4,000 00
183	Steam service on the Petitcodiac River between Moncton and way ports, and a port or ports on the west coast of the County of Cumberland, in the Province of Nova Scotia	2,000 00	2,000 00
184	Service from the opening to the closing of navigation in 1909, between Pictou and Cheticamp	2,000 00	2,000 00
185	Steam service between Pictou, Murray Harbour, Georgetown and Montague Bridge	6,000 00	6,000 00
186	Steam service between Mulgrave and Canso	4,000 00	4,000 00
187	Steam service from the opening to the closing of navigation in 1909 between Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain and other ports on the Bras d'Or Lakes	6,000 00	6,000
188	Steam service between Mulgrave and Guysboro, calling at intermediate ports	5,000 00	5,00
189	Steam service between Mulgrave and Cheticamp	5,000 00	5,00
190	Steam service between Prince Rupert, B.C., and Jedway, Queen Charlotte Islands	750 00	

MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS,—Continued.

No. of Vote.	SERVICE.	1908-9.	1909-10.
		\$	\$
191	Steam service between Prince Edward Island, Cape Breton and Newfoundland	12,000 00	12,000 00
192	Steam service from the opening to the closing of navigation in 1909, between Prince Edward Island and the mainland.....	12,500 00	12,500 00
193	Steam service during the year 1909, between Quebec and Blanc Sablon, calling at ports and places along the Northern shore of the River St. Lawrence between such terminals	20,000 00	20,000 00
194	Steam service between Quebec and Gaspé Basin, touching at intermediate ports.....	8,500 00	8,500 00
195	Steam service between Quebec and the Isle of Orleans during the time between the closing of regular navigation in the autumn and the taking of the ice bridge between the island and the mainland; also after the breaking up of the ice bridge until the resumption of regular navigation in the spring.....	500 00	500 00
196	Steam service between St. Catharine's Bay and Tadousac during the winter season	2,500 00	2,500 00
197	Steam service between St. John and Digby.....	20,000 00	20,000 00
198	Steam service between St. John, Digby, Annapolis and Granville, viz., along the west side of the Annapolis Basin.....	1,500 00	1,500 00
199	Steam service between St. John, Digby and Bear River and Clementsport	1,500 00	1,500 00
200	Steam service between St. John, Dublin and Belfast during the winter season	7,500 00	7,500 00
201	Steam service between St. John and Glasgow, during the winter season.....	15,000 00	15,000 00
202	A line or lines of steamers to run between St. John, Halifax and London.....	40,000 00	40,000 00
203	Steam service for not less than 52 full round weekly trips between St. John and Halifax via Yarmouth and other way ports or in the alternative for not less than 104 full round trips between St. John and Yarmouth during the season of 1909.....	10,000 00	10,000 00
204	Steam service between St. John, N.B., and Margaretsville, Port Lorne, Port George, Hall's Harbour, Harbourville and Morden, N.S.	2,500 00	2,500 00
205	Steam service from the opening to the closing of navigation in 1909, between St. John and Minas Basin ports.....	3,000 00	3,000 00
206	Steam service between St. John and ports in Cumberland Basin....	3,000 00	3,000 00
207	Steam service between St. John, Westport and other way ports....	1,500 00	1,500 00
208	A line or lines of steamers to run between St. John and Halifax, or either, and the West Indies and South America.....	80,700 00	80,700 00
209	Steam service during the year 1909, between St. Stephen, N.B., St. Croix River points, Deer Island, Campobello and the inner islands, Passamaquoddy Bay and L'Etete or Black Bay..	3,000 00	3,000 00
210	Steam service during the season of 1909, between Sydney and Bay St. Lawrence, calling at way ports.....	6,500 00	6,500 00
211	Steam service during the season of 1909, between Sydney and Whycomagh.....	1,000 00	1,000 00
212	Steam service between Victoria and San Francisco.	3,000 00	3,000 00
213	Steam service between Victoria, Vancouver, way ports and Skagway.	12,500 00	12,500 00
214	Steam service between Victoria and west coast Vancouver Island....	5,000 00	5,000 00
215	Additional for Canada, China and Japan service	48,666 66	48,666 66
216	Allowance for probable variation in agreements and for additional services.....		10,000 00
	Appropriations not required for 1909-10.....	9,250 00	
		1,529,300 66	1,581,800 66
	Authorized by Statute—		
	Canada, China and Japan (Statutes, 63-64 Victoria, Cap. 9).....	73,000 00	73,000 00
	Canada and France (Statutes, 7-8 Edward VII, Cap. 68)....	133,333 33	200,000 00
		1,735,633 99	1,854,800 66

161.

ANNAPOLIS AND LONDON OR HULL, ENGLAND, OR BOTH.

ACADIA STEAMSHIP COMPANY.

There was no service run between Annapolis and Hull, England, during the year 1907.

This service is performed by the Acadia Steamship Company, Limited, of Annapolis Royal, N.S., under terms of a contract dated August 27, 1908—which expires on March 31, 1909—the principal provisions of which are as follows:—

Ports of Call—Frequency of Service—Speed.

1. The contractors having control of the steamships *Ely*, *Taff*, *Usk*, and *Dordogne*, each of a carrying capacity of from 8,000 to 8,500 barrels—guaranteed expressly built for carrying fruit and specially fitted with proper and sufficient ventilation for that purpose, will place them or such of them as may be necessary for the carrying out of this contract on a route between Annapolis Royal in the province of Nova Scotia and the ports of London or Hull in Great Britain, and will therewith run not exceeding five voyages between the said ports prior to the end of the month of March next succeeding the date of these presents. The steamer running the first of such five voyages shall leave Annapolis Royal prior to October 30 proximo. The other trips to follow as cargo offerings may require within the time hereinbefore stated. The voyages may be run from Annapolis Royal to either London or Hull or to both at the option of the contractors. The speed to be maintained on each voyage to be not less than ten knots per hour.

Subsidy: \$1,000 per Voyage.

3. Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of one thousand dollars (\$1,000) on the completion of each voyage, when shown on sufficient evidence that the fruit or other perishable produce shipped on such voyage was carried and delivered at the port of destination in good and satisfactory condition in so far as proper storage and ventilation thereof was concerned.

Calls at Foreign Ports.

5. The steamers employed in carrying out the provisions of this contract shall not on any voyage, either outwards or homewards, call at any foreign port not specified in this contract.

Vessels Employed in the Service.

SS. Ravn, employed in this service, is a steel screw steamer, built in 1907, at Bergen; length, 240 feet; breadth, 33 ft. 3 in.; depth, 13 ft. 9 in.; net tonnage, 596; gross tonnage, 997; capacity, 70,000 cu. ft.; 139 nominal horse-power; speed, 11 knots.

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SS. Mount Vernon, built at Bergen in 1900; length, 227 ft.; breadth, 31·9 ft.; depth, 15 ft.; net tonnage, 648; gross tonnage, 1,043; 70,000 cu. ft. capacity; 143 nominal horse-power; speed, 11 knots.

TRAFFIC RETURNS.

Calendar Year.	Passengers carried.	Freight carried.	Subsidy paid.
1908.....	Nil.	1,131 tons, or 16,908 barrels of apples.	\$2,000.

162.

BADDECK, IONA, GRAND NARROWS, BIG POND, AND EAST BAY.

VICTORIA STEAMSHIP COMPANY.

This service is performed by the Victoria Steamship Company, Limited, Baddeck, N.S., under terms of a contract bearing date May 6, 1908, and which expires March 31, 1910. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of Service.

1. 'The contractors having on the first day of April instant placed their steamer the *Blue Hill* on the route between Baddeck, Iona and Grand Narrows, and having since that date and will during the further continuance of this contract with the said steamer or with some other steamer satisfactory to the minister, perform during the season of navigation between Baddeck, Iona and Grand Narrows, two full round trips daily each way, calling both going and coming at McKay's Point, one trip in each fortnight during the season of open navigation to be extended to Big Pond and East Bay, and from July 1, to October 1, will perform three trips per day to connect with the Intercolonial Railway fast express at Halifax.

Change in Service.

2. 'The minister may authorize any change or changes in the service as above defined as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

Period of Contract.

3. 'This contract shall remain in force until the thirty-first day of March in the year one thousand nine hundred and ten, unless sooner terminated by the Minister under the provisions of clause 18 of this contract.

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Subsidy: \$5,825 per Annum.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of five thousand eight hundred and twenty-five dollars (\$5,825) per annum, payable as follows:—

In each year during the continuance of this contract, on the first day of July, the sum of fourteen hundred dollars (\$1,400); on the first day of October, the sum of fourteen hundred dollars (\$1,400); on the first day of January, the sum of fourteen hundred dollars (\$1,400); and on the first day of April, the sum of sixteen hundred and twenty-five dollars (\$1,625).

The contractors are required to carry any mails that may be tendered to them by the postal authorities of Canada.

Description of Vessel Employed.

The ss. *Blue Hill*, above referred to, was built in 1887, at East Boston, U.S.A., of wood, and registered at Halifax in 1893; length, 135 feet; breadth, 18 feet; depth of hold, 7 feet; net tonnage, 98; gross tonnage, 199; 38 nominal horse power; speed, 15 knots.

Distance.

The distance between Baddeck and Iona is 12 miles; between Iona and East Bay, via Big Pond, 30 miles.

Traffic Returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar Year.	Passengers carried.	Freight carried.	Live Stock.	Mails.		Subsidy paid.
				Lock bags.	Tied sacks.	
1907.....	4,377	1,240	Not stated.	Not stated.	Not stated.	\$5,825
1908.....	5,147	784	112	2,270	2,680	5,450

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BONAVENTURE RIVER, QUE., AND PETIT ROCHER, N.B.

BONAVENTURE AND GLOUCESTER INTERPROVINCIAL FERRY COMPANY, LTD.

This service is performed by the Bonaventure and Gloucester Interprovincial Ferry Company, Limited, of Bonaventure, Quebec, under terms of a contract bearing date May 1, 1907, and which expired on the close of navigation in that year, but was extended on September 1, 1908, for another season. The principal provisions, aside from those common to all contracts, are as follows:—

Ports of Call—Frequency of Service.

1. 'The contractors being owners of and having control of the steamer *Otranto*, a vessel of 35 tons gross register, with such adequate accommodation for both passengers and freight as is necessary for the service herein contracted for, will as soon hereafter during the current month as navigation conditions over the route hereinafter named will permit, place their said steamer on the route between Bonaventure river, in the province of Quebec, and Petit Rocher, in the province of New Brunswick, and will maintain therewith a regular tri-weekly round service between said ports or places until ice and other navigation conditions will no longer permit of the running of a steamer over the route in the autumn of the current year; and so in like manner for the season of navigation in the year 1908 should the service be continued under provisions hereinafter named during said season.

Carriage of Mails.

The contractors are required to carry any mails that may be tendered to them by the postal authorities of Canada.

Subsidy \$3,000 per Season.

8. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of three thousand dollars (\$3,000) for the full season of open navigation, payable in two equal instalments of fifteen hundred dollars (\$1,500), the first during the month of September next following the date of these presents, and the balance on the completion of the season's service at the close of navigation; and so in like manner for the season of 1908 if continued at the minister's option should he elect to so continue the service under terms as above during that season;

Termination of contract.

13. 'This contract shall remain in force only until the close of navigation in the autumn next following the date of these presents, unless continued for another season at the option of the minister, who hereby reserves the right to exercise such option.

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Description of Vessel Employed.

The ss. *Otranto*, above referred to, was built at Baltimore, U.S.A., of wood, in 1893, and registered at Quebec in 1906; length, 78 feet; breadth, 12 feet; depth, 11 feet; net tonnage, 24 feet; gross tonnage, 35; speed, 9½ knots.

Distance.

The distance between the terminal points is 17 miles.

Traffic Returns.

The traffic for the past two years is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar Year.	Total number of passengers carried.	Total tons of freight carried.	Subsidy paid.
1907.....	1,245	145	\$2,857.14
1908.....	1,717	277	3,000 00

164.

CANADA AND AUSTRALIA.

UNION STEAMSHIP COMPANY OF NEW ZEALAND, LTD.

This service is performed by the Union Steamship Company, of New Zealand, Limited, Managing Agents of the Canadian Australian Royal Mail Line, under terms of an agreement entered into on May 14, 1908, which provides for a service from Aug. 1, 1907, to July 31, 1909. The principal provisions of the agreement are as follows:—

Ports of Call.

1. That the contractors will provide, establish and during the period of two years calculated as and from the first day of August one thousand nine hundred and seven maintain, continue and carry on in the manner hereinafter set forth a regular steamship service between the City of Sydney in the State of New South Wales and the City of Vancouver, in the province of British Columbia, calling at Brisbane in the State of Queensland, at Fiji, at Honolulu, in the Sandwich Islands and at the outer wharf in the City of Victoria in the said Province on both outward and homeward voyages from Sydney to Vancouver and from Vancouver to Sydney and such service shall as far as practicable make connection at Sydney with all local lines of steamships running between Sydney and other ports in the Commonwealth and New Zealand.

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Provision for Termination of Contract on July 31, 1908.

2. That notwithstanding anything contained in this agreement the minister shall have the right to determine this agreement on the thirty-first day of July, one thousand nine hundred and eight by giving to the contractors not less than four months previous notice in writing of his intention to do so.

Provision in case of Termination of Contract by Australian Government.

3. That in the event of the Postmaster General of the Commonwealth of Australia at any time during the continuance of this agreement determining the agreement entered into by him with the contractors in connection with the said service the contractors shall be at liberty to determine this agreement by giving the minister four months previous notice in writing of their intention so to do, provided, however, that the contractors shall be at liberty to determine this agreement as aforesaid only if the determination by the said Postmaster General of the Commonwealth of Australia shall operate as an absolute cessation of the said service and not if such determination shall be preliminary only to a reconstruction and continuance of the said service under other or altered conditions.

Steamers to be Employed, and their Equipment.

4. That the steamships *Miowera*, *Moana* and *Aorangi* or such other steamships of not less than an equal number of tons gross tonnage to be approved by the minister for that purpose shall be regularly and continuously employed in the said service. Each of the said steamships is warranted to have the most approved triple expansion machinery, refrigerators for the ship's use, duplicate electric light engines, special ventilation for tropical voyages, ample saloon and cabin accommodation for at least one hundred and thirty passengers, and to be provided with every comfort and convenience that is to be found in the best Atlantic liners of its size. Each of the said steamships is further warranted to be of the highest class at Lloyds, and to comply in every respect with the requirements of the Marine Acts or Regulations of Canada, and each of the said steamships shall during the continuance of the agreement be at all times tight, sound, staunch and strong and well and sufficiently manned victualled and equipped and in every respect seaworthy, and shall further at all times during the continuance of this agreement retain the qualification and class which it is hereinbefore warranted to possess.

Terminal port and ports of call.—First Voyage under Agreement.—Contract time 22½ days.—Replacement of Miowera by Marama.—Contract time of Marama 21½ days.—Replacement of Moana by Manuka from March to July, 1908.—Contract time of Manuka 21½ days.—Replacement of Moana or Aorangi by Manuka or equivalent steamer from March to July, 1909.—Contract time 21½ days, March to July, 1909.

5. The round trip for each of the said steamships shall begin and end at Sydney in the State of New South Wales, calling at Brisbane, Fiji, Honolulu and the outer wharf in the City of Victoria on each and every voyage as aforesaid. The first voyage in performance of this agreement shall commence and be made from Sydney aforesaid on the fifth day of August one thousand nine hundred and seven and subsequent voyages after the first shall commence and be made from Sydney aforesaid on dates and at times to be from time to time appointed for that purpose by the minister. The duration of each voyage from Brisbane to Vancouver and from Vancouver to Brisbane shall not exceed twenty-two and a half days including one day's detention at Honolulu on each voyage both outward and homeward, provided always and it is expressly

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agreed by the contractors that in the month of March one thousand nine hundred and eight, the said steamship *Miowera* shall be permanently withdrawn from the said service and replaced by the steamship *Marama* and that the duration of each voyage from Brisbane to Vancouver and from Vancouver to Brisbane by the said steamship *Marama* shall not exceed twenty-one and a half days and provided also that during the months of March, April, May, June and July in the year one thousand nine hundred and eight the contractors shall replace the said steamship *Moana* by the steamship *Manuka* and that the duration of each voyage from Brisbane to Vancouver and from Vancouver to Brisbane during the said months of March, April, May, June and July by the said steamship *Manuka* shall not exceed twenty-one and a half days provided further that during the months of March, April, May, June and July in the year one thousand nine hundred and nine (should this agreement be not previously determined as herein provided), the contractors shall replace either the said steamship *Moana* or the said steamship *Aorangi* by the said steamship *Manuka* or by another steamship equal to the said steamship *Manuka* to be approved by the minister for that purpose and that the duration of such voyage from Brisbane to Vancouver and from Vancouver to Brisbane during the said months of March, April, May, June and July by such substituted steamship shall not exceed twenty-one and a half days.

Four-weekly Service.—Commencement and Completion of Voyages.—Minister's Decision to be Final.

6. The said service shall be four-weekly and the said steamships shall leave the said ports of Sydney, Brisbane and Vancouver on the days and at the time to be from time to time appointed for that purpose by the minister after consultation with the Postmaster General of Australia. Each voyage shall be deemed to commence as soon after the completion of the embarkation of the mails intended to be thereby conveyed as having regard to practical considerations the anchor of such vessel can be weighed or the vessel can be loosed from its mooring and each such voyage shall be deemed to be completed when the vessel has arrived and been anchored or moored at some position in the port of destination from which the mails can be conveniently disembarked and the times of the commencement and completion of every voyage shall be ascertained and recorded by the officers of the minister in pursuance of arrangements to be made from time to time by him for such purpose and the decision of the minister as to all questions relating to any such times or periods shall be final and conclusive.

Calls at U. S. Ports.

7. The said steamships shall not during the continuance of this contract call at any port in or of the United States of America (Honolulu only excepted).

Passenger and Freight Rates.

8. The said steamships shall each according to its capacity carry both outward and homeward all the freights and passengers which may be reasonably offered and obtained and at tariff rates both as to passengers and freights which shall be approved by the Governor General of Canada in Council and after consultation with and approval of the Australian Executive body.

No discrimination to be made against Canadian ports, railways, merchants or shippers.

9. No discrimination shall be made as regards tariff rates for either freights or passengers in any manner directly or indirectly against any Canadian ports or against any Canadian railway or railway company or against any Canadian merchants or shippers but Canadian merchants or shippers shall at all times have preference for the carriage of their goods over other merchants and shippers as far as regards the Canadian connection.

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Carriage of mails.

10. During the continuance of this Agreement the said Steamships shall at the cost and expense of the said contractors receive and carry on each and every voyage all such mails as shall be or may be tendered for conveyance to the said steamships or to the masters or any officers on board of the same at the ports of Vancouver and Victoria aforesaid by or on behalf or under the direction of the minister for the time being his officers, agents or servants and shall deliver such mails at their proper ports of destination upon the sailing route of the said steamships, as herein indicated, and in order to the due and proper performance of this covenant the said steamships shall each be provided with sufficient and convenient accommodation and protection for all such mails to the satisfaction of the minister for the time being and the contractors shall further take all reasonable and necessary precautions for the protection of such mails while upon the said steamships, from loss, damage or injury in any way, and shall be responsible for any loss or damage thereto caused by the negligence or want of proper care or accommodation on the part of the contractors, or their agents or servants, or on the part of the officers or employees or crew on board of the said steamships, and in this connection it is specially covenanted and agreed by the contractors that this agreement shall be subject to the steamships to be employed in carrying the mails thereunder having on board in the pay of the contractor labour approved of by the minister.

Landing, etc., mails.

13. The contractors and all commanding and other officers in charge of the vessels employed under this agreement shall at all times punctually attend to the orders and directions of the minister or his officers or agents as to the mode, time and place of landing, transshipping, delivering and receiving the mails subject to the special provisions herein contained and so far as such orders and directions are reasonable and consistent with the safety of the vessels.

Calls at Brisbane.

16. The said steamships shall remain in the Port of Brisbane not less than twenty-four hours or such lesser period as may be approved by the Honourable the Postmaster General of Australia on both homeward and outward voyages and shall whenever practicable discharge and load alongside the railway wharf at Pinkenba in the Brisbane river.

Delay of steamers for twenty-four hours to receive mails.

18. The minister shall, in case of need and for the purpose of duly forwarding such mails as may be required, have the right to delay the sailing of any of the said steamships for the space of twenty-four hours, but in no case shall the minister exercise the right hereby conferred after the delivery on board such steamships in the ports of Vancouver and Victoria of the mails from Canada and other places intended for conveyance thereby which mails shall be delivered on board with all reasonable despatch.

Assignment, etc., of contract.

22. This agreement shall not nor shall any right or interest therein be assigned, underlet or otherwise disposed of without the consent in writing of the minister to such assignment having been first obtained, unless it be to a Limited or Joint Stock Company, of which the contractors shall be principal shareholders or stockholders.

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Manifests, customs certificates, and other proof of performance of service to be furnished.

23. The contractors shall from time to time furnish to the minister full and complete copies of the manifests of the cargoes and lists of the passengers carried by each of the said steamships on its outward and its homeward voyages certified by the proper customs officials and also such other documents, information and evidence as may be reasonably required by the minister to show the volume, extent and value of the trade carried on by the said steamships, and such other customs certificates, documents and evidence as may be necessary, or as may be reasonably required by the minister to prove the performance of the service herein contracted for and to enable the minister to judge as to whether this agreement is being properly and faithfully carried out and performed, and, the furnishing of such certificates, documents, information and other evidence as hereinbefore specified, shall be a condition precedent to the payment of the subsidy hereinafter provided or any portion thereof.

Amount of subsidy, £37,090. 18s. 2d. per annum.

24. That the minister shall pay to the contractors subject to their faithful performance of all covenants, agreements and stipulations to be performed on their part, pursuant to this agreement, a subsidy of thirty-seven thousand and ninety pounds eighteen shillings and two pence (£37,090. 18. 2) per annum, in proportionate instalments for each and every round trip performed by each of the said steamships in accordance with the intention of this agreement, provided however, that no amount or instalments of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants provisions or stipulations of this agreement.

, *Deductions from subsidy.*

25. If at any time or times the mails required to be conveyed by the contractors under this agreement between Vancouver and Sydney and vice versa shall not be conveyed from Vancouver to Brisbane, or from Brisbane to Vancouver, within the respective periods of transit hereinbefore prescribed in that behalf, then, and so often as the same shall happen there shall be deducted from the subsidy which but for this provision would be payable to the contractors a sum of thirty pounds (£30) for every complete period of twenty-four hours by which the time actually occupied in the conveyance of such mails from Brisbane to Vancouver, or Vancouver to Brisbane, as the case may be, shall have exceeded the period of transit hereinbefore prescribed in that behalf, provided always, that no deductions shall be made from the said subsidy by reason of any such default or failure as in this clause mentioned which may be proved to the satisfaction of the minister to have arisen wholly or in part from any cause or causes altogether beyond the control of the contractors.

Deductions from subsidy are not penalties.

26. Each of the deductions hereinbefore mentioned and hereby agreed to be made shall be made and the subsidy be reduced accordingly although no damage or loss shall have been sustained by reason of or in connection with such default and (except in such cases as in the last preceding clause hereof expressly provided) from whatever cause or causes any such failure or default shall have arisen and no such deduction shall in any case be deemed to be a penalty or in the nature of a penalty, and the payment by the minister of what shall from time to time remain due in respect of the said subsidy after making any such deductions as aforesaid, shall in no case prejudice the right of the minister to treat the failure of the contractors to provide an appropriate vessel at any appointed place or time or to perform any service at or within the appointed period as a breach of this agreement.

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Termination of Agreement.

27. This agreement shall remain in force until twenty-six round voyages have been performed according to the true intention of these presents unless the minister shall determine the same at the end of the first year as hereinbefore provided in which event this agreement shall remain in force only until thirteen round voyages have been performed or unless this agreement shall be determined by the contractors as provided by clause 3 hereof, provided that the minister shall have the right at any time by giving notice in writing under his hand, to determine this agreement and every matter and thing herein contained if it shall appear to him that there has been any material breach on the part of the said contractors of any of the covenants stipulations, agreements or provisions herein contained and entered into on the part of the contractors and it is hereby declared and agreed that the minister shall at all times be the sole and final judge as to whether there has been any such breach and his determination shall be final and conclusive.

Substitution for Disabled Steamers.—No Member of Canadian House of Commons to be Admitted to Share of Agreement.

28. Provided, however, and it is the true intent and meaning of these presents that if the said steamships any or either of them or any steamship replacing either of such steamships under this proviso shall be by the perils of the sea or other unavoidable casualty, lost, destroyed or temporarily disabled from performing their voyages according to the true intent and meaning of the agreements, stipulations and provisions herein contained such loss disability shall not be deemed to be a breach of these presents or any matter or thing herein contained but the said contractors shall in such case as soon as reasonably may be having regard to the circumstances, replace the said steamships or steamship so lost or destroyed by others or another of equal class, speed, equipment, character and capacity to the satisfaction and approval of the minister or to the like satisfaction and approval repair the damage done in case the said steamship has been only temporarily disabled and continue the said service herein contracted for with such substituted or repaired steamship with as little loss of time as possible under all the circumstances provided always that there shall be no payment of any subsidy in respect of any voyage not actually and fully performed, provided further that the minister shall be the sole judge and have the final right of determination as to whether any suspension or temporary discontinuance of or delay in the said regular four-weekly service has been actually caused by the perils of the sea or other unavoidable casualties within the meaning of this proviso and his finding and determination thereon shall be conclusive. It is a condition of these presents that no member of the House of Commons of Canada shall be admitted to any share or part of this contract or agreement nor to any benefit to arise therefrom.

Description of Vessels Employed.

The steamers employed in this service were as follows:—

SS. *Manuka*, built at Dumbarton in 1903 of steel and registered at Dunedin, N.Z., in 1904; length, 369 feet; breadth, 47 feet; depth, 31 feet; net tonnage, 2,784; gross tonnage, 4,505; capacity, 2,000; 423 nominal horse-power; speed, 15 knots.

SS. *Moana*, built at Dumbarton in 1897 of steel and registered at Dunedin, N.Z., in the same year; length, 350 feet; breadth, 44 feet; depth, 32 feet; net tonnage, 2,414; gross tonnage, 3,914; capacity, 1,700; 531 nominal horse-power; speed, 14½ knots.

SS. *Aorangi*, built at Glasgow in 1883 of steel and registered at London in 1888; length, 389 feet; breadth, 46 feet; depth, 23 feet 7 inches; net tonnage, 2,782; gross tonnage, 4,268; capacity, 2,200; 739 nominal horse-power; speed, 14 knots.

SS. *Miowera*, built at Wallsend in 1892 of steel and registered at London in the same year; length, 345 feet; breadth, 42 feet; depth, 25 feet; net tonnage, 1,888; gross tonnage, 3,393; capacity, 1,600; 722 nominal horse-power; speed, 13 knots.

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SS. *Marama*, built of steel at Greenock; in 1907 and registered at Dunedin, N.Z., in 1907; length, 420·3 feet; breadth, 53·2 feet; depth, 31·2 feet; net tonnage, 3,952; gross tonnage, 6,437; 1,500 nominal horse-power.

SS. *Makura*, built in 1908, at Glasgow; length, 470 feet; breadth, 58 feet; depth 35 feet; gross tonnage, 8,200; speed, 16½ knots.

The distance from Sydney, Australia, to Vancouver, B.C., is given as 7,200 miles.

The traffic during the calendar years 1907 and 1908, is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar Year.	Passengers carried number.	Freight carried tons.	Live Stock.	Mails.	Subsidy paid.
1907.....	In. 2,931 Out..... 1,756 Total... 4,687	12,768 17,816 30,684	Not stated.	Not stated.	\$138,853.10
1908.....	In. 2,910 Out..... 2,797 Total .. 5,707	7,930 14,180 22,110	Statistics not received in time for publication.		\$222,164.96 (Part of this is on account of 1907 serv-ice).

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CANADA AND GREAT BRITAIN.

ALLAN LINE.

The service, as at present run, is under terms of a contract entered into with Messers. H. & A. Allan, as representing the Allan Line Steamship Company, Limited, bearing date of January 19, 1906, and which expires on May 1, 1912. The principal provisions *inter alia* are as follows:—

Period of Contract.

1. 'The contractors owning or controlling in their capacity aforesaid the steamers *Virginian* and *Victorian*, each of guaranteed seventeen knots effective speed, and other steamers which may be approved by the minister, and being about to contract for the construction of two other steamers of guaranteed eighteen knots effective speed, to be delivered and ready to commence running on the service hereinafter described on or before the first of August, 1907, will, on the first day of August, 1906, commence to perform and hereafter will carry on the service hereinafter described, that is to say, a regular weekly steamship service between Canada and Great Britain until the first day of May, 1912, unless sooner terminated under the provisions of section 28 hereof.

Steamers to be employed.

2. 'Until the said eighteen knot steamers are ready to commence running, the service shall be performed by the steamers *Victorian*, *Virginian*, *Tunisian*, with a

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fourth steamer equal in effective speed and otherwise to the *Tunisian*, and such other steamers as may be necessary for the effectual running of the service, and as may be approved by the minister.

3. 'The contractors agree to build and place in the service by August 1, 1907, two steamers guaranteed to develop twenty knots on their trial trip on the measured mile, and of guaranteed eighteen knots effective speed.

Number of voyages per annum.

4. 'The steamers *Victorian*, *Virginian*, *Tunisian*, with a fourth steamer equal in effective speed and otherwise to the *Tunisian*, and such other steamers as may be approved by the minister shall, until the two eighteen knot steamers have been placed in the service, perform ten complete round voyages per annum each, and after the two eighteen knot steamers have been placed in the service, they and the *Victorian* and the *Virginian* shall each perform ten complete round voyages per annum.

Subsidy: Amount per voyage.

5. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors, their successors or assigns, well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy as follows:

£2,500

(a.) For each complete round voyage between Liverpool and Rimouski or North Sydney, performed at the rate of eighteen knots per hour, £2,500 pounds sterling.

£3,000.

(b.) For each complete round voyage between Liverpool and St. John or Halifax, performed at the rate of eighteen knots per hour, £3,000 pounds sterling.

£2,000.

(c.) For each complete round voyage between Liverpool and Rimouski or North Sydney, performed at the rate of seventeen knots per hour, £2,000 pounds sterling.

£2,500.

(d.) For each complete round voyage between Liverpool and St. John or Halifax, performed at the rate of seventeen knots per hour, £2,500 pounds sterling.

£1,000.

(e.) For each complete round voyage performed at the rate of fifteen knots per hour, £1,000 pounds sterling.

Time of Payment.

'Such subsidy being payable at the end of each quarter for all voyages fully run and completed during each quarter, that is, at the close of the months of September, December, March and June, during the continuance of this contract; provided, however, that no amount or instalment of subsidy shall be payable or paid at any time unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to dates of sailing, speed and duration of voyages, have been in all respects faithfully observed and carried out according to the true intent and meaning of these presents; and it is a further condition of this contract that the contractors shall, on the completion of each voyage, furnish the minister with such certified extracts from the steamer's log, together with track charts of the voyage, or any other information required, as will enable him to determine whether the service on such voyage has been within the requirements of this contract.

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Withdrawal of Vessels.

- (a.) 'Provided always, that at no time during the continuance of this contract, except for thirty days between any fifteenth day of December and the following fifteenth day of February, shall more than two vessels of the seventeen and eighteen knot class be withdrawn at the same time from the service hereinbefore described.

Winter Service.

6. 'It is further understood and agreed that the service to be performed during the season of closed navigation on the St. Lawrence shall be as follows:—

'Between the port of Liverpool and the ports of Halifax and St. John, one of the said steamers sailing on each westbound trip from Liverpool each Thursday, or on such other day as may be approved by the minister, for Halifax and St. John, and calling at Merville for the embarkation of the mails, if the call at that port be adhered to, and at Halifax for the landing of such mails; and one of the said steamers sailing on each eastbound trip from St. John each Saturday, or on such other day as may be approved by the minister, for Liverpool, calling at Halifax for the embarkation of the mails, and at Merville for the landing of such mails, if the call at that port be adhered to; it being understood and agreed that if from any cause it should prove impossible for the steamers performing the service to secure sufficient cargo at St. John during the winter season, or if at any season there is inadequate accommodation in the harbour at St. John for any of the said steamers, the minister may, in his discretion, relieve the contractors from the obligation of proceeding to or starting from that port on any particular voyage or voyages.

Summer Service.

7. 'It is further understood and agreed that the service to be performed during the season of open navigation on the River St. Lawrence shall be as follows:—

- (a.) 'On all voyages from Montreal and Quebec eastward to Liverpool the steamers shall be at liberty to proceed by way of the Straits of Belle Isle, and upon all such voyages the port of call below Quebec shall be Rimouski for the embarkation of the mails and at Merville (if the Merville call be adhered to) for the landing of the mails.
- (b.) 'On all voyages westward from Liverpool the steamers shall call at Merville for the embarkation of the mails (if the Merville call be adhered to) and shall be at liberty to proceed by way of the Straits of Belle Isle, and on all such voyages the port of call below Quebec shall be Rimouski for the landing of the said mails.
- (c) 'On all voyages eastward or westward from or to Montreal and Quebec via Cape Race the port of North Sydney may, at the option of the minister, be substituted for the port of Rimouski for the embarkation or landing of the said mails.

Tenders at Rimouski, and North Sydney.

8. 'It is understood and agreed that at Rimouski and North Sydney the mails are to be delivered to and received from tenders supplied by the postal authorities of Canada.

Distances.

9. For the purpose of this contract the following shall be understood to be the distances between the points hereinafter mentioned i.e., between Merville and Rimouski via Belle Isle, 2,300 miles, and between Merville and Rimouski via Cape Race, 2,500 miles, except when it may become necessary for steamers to deviate to the southward to avoid ice, in all which cases the actual number of miles travelled upon the voyage,

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not exceeding in any instance 2,800 miles, shall for the purposes of this contract be taken to be the distance aforesaid; and between Halifax and Moville, 2,255 miles, except when it may become necessary for steamers to deviate as aforesaid, in all which cases the actual number of miles travelled upon the voyage, not exceeding in any instance 2,550 miles, shall for the purposes of this contract be taken to be the distance aforesaid; and between Moville and Sydney, 2,105 miles, except when it may become necessary to deviate as aforesaid, in all which cases the actual number of miles travelled upon the voyage, not exceeding in any instance 2,405 miles, shall for the purposes of this contract be taken to be the distance aforesaid.

Cold storage.

10. 'It is understood and agreed that each steamer while run under this contract shall be fitted with adequate cold storage accommodation to the satisfaction of the minister.

Average rate of speed. (See also clause 5).

11. 'The contractors bind themselves to run each of the three classes of steamers hereinbefore referred to at the average rate of speed for each voyage as specified in clause 5, in performing the several voyages from port to port, unless in the opinion of the captain of said steamer the said rate of speed would endanger life or the safety of the ship, or unless the speed of the ship is delayed by reason of fog, ice, snow or stress of weather, or by assisting ships in distress, in any of which events the contractors shall submit to the minister the captain's explanation of the cause of the delay, and such other evidence as the minister may require to enable him to determine, and the minister upon such explanation and evidence shall determine whether the circumstances were such as justified the captain's reduction of the speed of the voyage or sufficiently explain the delay in completing the voyage, and in all cases where such failure to maintain the said average rate of speed is deemed justifiable or sufficiently explained the minister may, in his discretion, omit the voyage in question in calculating the average for the quarter in which such voyage took place, or may deduct the period of such delay in calculating such average.

Deductions for delays.

12. 'If during any quarter the mails carried by the steamers *Victorian* and *Virginian* and the two eighteen-knot steamers are not conveyed from port to port at the average rate of the speeds specified in clause 5 for the said four steamers after omitting voyages and deducting delays as provided in the last preceding clause, or if during any quarter the mails carried by the fifteen-knot steamers required for the carrying out of this contract are not conveyed from port to port at the average rate of speed specified in clause 5 for the said fifteen-knot steamers, after omitting voyages and deducting delays as provided in the last preceding clause, then, and so often as the same shall happen, the contractors shall furnish to the minister the certified logs of the captains of the steamers showing the causes of the delays, and there shall be deducted from the subsidy payable to the contractors for the said quarter a sum equal to five per cent of such subsidy for every one-quarter knot by which the average speed actually made has fallen below the average speed specified in clause 5 of this contract.

Average rate of speed between Dec. 15 and Feb. 15.

'Provided, however, that for the period between any fifteenth day of December and the following fifteenth day of February when steamers of different classes are employed in the service, the average rate of speed shall be arrived at by taking the average of the speeds of all the steamers employed in the service during the said period.

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Maximum deduction.

‘Provided further, that the total amount of the sum deducted in respect of such default or failure of either of the two classes of steamers mentioned in this clause shall not exceed the full amount of the subsidy allowed the said class for the quarter or period in question.

Subsidy for fifteen knot Steamers.

13. ‘Subject to the provisions of clause 11 hereof, the other steamers required for the carrying out of this contract, and which may from time to time be approved by the minister as provided in clause 2 hereof, shall when in service be entitled to receive a subsidy which will bear the same proportion to the sum of £1,000 as the actual speed made by the said steamers will bear to the speed of fifteen knots per hour.

Freight and passenger rates.

14. ‘It is further understood and agreed that the tolls to be charged in the way of either freight or passenger rates between ports on both east and westbound trips shall always under substantially similar circumstances and conditions, be charged equally to all persons, and at the same rate, whether by weight or otherwise, in respect of all traffic of the same description and receiving in carriage the like accommodation; and further, that no toll shall be charged which discriminates against Canadian merchants or shippers or against emigrants to Canada.

Provisions for renewal of contract.

15. ‘If the contractors comply with the terms of this contract then at the expiration hereof His Majesty will enter into a new agreement with the said contractors for a further period of five years for payment to the contractors of such subsidy as His Majesty may then be prepared to pay to any one, provided the contractors by such new agreement will then undertake to perform such service as His Majesty may then require during the said new five year term, in such manner and upon such conditions as His Majesty may then prescribe.

Termination of contract.

Section 28 referred to in section 1, reads as follows:—

28. ‘It is declared to be the true intent and meaning of these presents that the minister shall have the right at any time during the continuance of this contract, upon thirty days’ notice in writing to the contractors, their successors or assigns, to terminate this contract, and every matter and thing herein contained, if it shall appear to the minister that there has been any breach on the part of the contractors, their successors or assigns, of any of the covenants, agreements, stipulations or provisions herein contained and entered into on the part of the contractors; and it is declared and agreed that the minister shall at all times be the sole and final judge as to whether there has been any such breach, and his decision shall be absolute, final and conclusive.’

Description of vessels employed.

The steamers employed in this service are as follows:—

The ss. *Victorian* was built at Belfast in 1904, of steel, and registered at Glasgow; length, 520 feet; breadth, 60 feet 4 inches; depth of hold, 38 feet; net tonnage, 6,744; gross tonnage, 10,629; capacity 4,000; passenger accommodation, 250 first-class, 300 second class and 900 third class; speed, 17½ knots.

The ss. *Virginian* was built at Glasgow in 1904, of steel, and registered there; length, 520 feet 4 inches; breadth, 60 feet 3 inches; depth of hold, 38 feet; net tonnage, 6,844; gross tonnage, 10,754; capacity, 4,000; passenger accommodation, 250 first-class, 300 second class and 900 third class; speed, 17½ knots.

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The ss. *Corsican* was built at Glasgow in 1907, of steel; length, 500 feet 3 inches; breadth, 61 feet 2 inches; depth of hold, 38 feet; net tonnage, 7,299; gross tonnage, 11,436; capacity, 6,000 tons weight; or 6,200 tons meas., passenger accommodation, 150 first-class, 300 second class, 1,300 third class; speed, 15 knots.

The ss. *Grampian* was built at Glasgow in 1907; length, 485 feet 7 inches; breadth, 60 feet 2 inches; depth, 38 feet 1 inch; net tonnage, 6,119; gross tonnage, 9,603; capacity, 6,100 tons weight, 6,800 tons meas.; passenger accommodation, 150 first-class, 250 second class and 1,000 third class; speed 15 knots.

The ss. *Hesperian* was built at Glasgow in 1908; length 485 feet 5 inches; breadth, 60 feet 3 inches; depth, 38 feet; net tonnage, 6,124; gross tonnage, 9,599; capacity, 6,100 tons weight, 6,800 tons meas.; passenger accommodation, 150 first-class, 250 second class and 1,000 third class; speed 15 knots.

The ss. *Tunisian* was built at Linthouse in the year 1900, of steel, and registered at Glasgow the same year; length, 500 feet 6 inches; breadth, 59 feet 2 inches; depth of hold, 39 feet 8 inches; net tonnage, 6,802; gross tonnage, 10,576; capacity, 8,500; passenger accommodation, 150 first class, 250 second class and 1,000 third class; 849 nominal horse-power; speed, 15½ knots.

The ss. *Ionian* was built at Belfast in 1901, of steel, and registered at Glasgow the same year; length, 470 feet; breadth, 57 feet 5 inches; depth of hold, 37 feet; net tonnage, 5,324; gross tonnage, 8,265; capacity, 6,500; 604 nominal horse-power; speed, 14½ knots.

The ss. *Parisian* was built at Govan in 1881, of steel, and registered at Glasgow in 1887; length, 440 feet 3 inches; breadth, 46 feet 2 inches; depth, 25 feet 2 inches; net tonnage, 3,385; gross tonnage, 5,395; capacity, 4,200; 774 nominal horse-power; speed, 14½ knots.

The ss. *Pretorian* was built at Hartlepool in 1901, of steel, and registered at Glasgow the same year; length, 436 feet 9 inches; breadth, 53 feet 1 inch.; depth of hold, 29 feet 7 inches; net tonnage, 4,066; gross tonnage, 6,450; capacity, 7,500; 800 nominal horse-power; speed, 14 knots.

Cold Storage.

All of the steamers are fitted with cold storage appliances.

The capacities of the refrigerator chambers in each of the vessels above referred to are as follows:—

Victorian.		Cubic feet.
A.		2,600
B.		2,600
C.		4,440
D.		4,440
E.		3,180
		17,260
Virginian.		
A		3,720
B.		3,720
C.		2,500
D		2,500
		12,440
<i>Corsican</i>		24,270
<i>Grampian</i>		23,320
<i>Hesperian</i>		23,320

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Tunisian. Upper chamber, 4,617 cu. ft.; lower port chamber, 8,572 cu. ft.; lower starboard forward, 5,640 cu. ft.; lower starboard aft, 2,930 cu. ft.; total, 21,759 cu. ft.

Ionian.—Starboard chamber, 2,416 cu. ft.; port chamber, 2,457 cu. ft.; total, 4,873 cu. ft.

Pretorian.—Port chamber, 4,296 cu. ft.; starboard chamber, 3,030 cu. ft.; total, 7,326 cu. ft.

Canadian Pacific Steamers Employed.

In addition to the above an arrangement was made by the Allan Line with the Canadian Pacific Railway Company whereby the following steamers were employed in this service:—

SS. Empress of Britain.—Length, 548 feet 8 inches; breadth, 65 feet 7 inches; depth, 36 feet 7 inches; net tonnage, 8,024; gross tonnage, 14,189; capacity, 6,000; passenger accommodation, 300 first class, 350 second class and 1000 third class; refrigerator capacity, 28,000 cubic feet; 3,168 nominal horse-power; speed 18½ knots; first placed on the service in July, 1906.

SS. Empress of Ireland.—Length, 548 feet 9 inches; breadth, 65 feet 7 inches; depth, 36 feet 7 inches; net tonnage, 8,028; gross tonnage, 14,191; capacity, 6,000; passenger accommodation, 300 first class, 350 second class and 1,000 third class; refrigerator capacity, 28,000 cu. ft.; nominal horse-power, 3,168; speed, 18½ knots; first placed on the service in June, 1906.

Distances.

The distance between Liverpool and Rimouski via Belle Isle is stated to be 2,490 miles; between Liverpool and Halifax, 2,450 miles; between Liverpool and St. John, 2,729 miles.

Traffic Returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.		Tons of Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
1907	Allan Steamers						
	East.....	13,075	57,487				
	West.....	30,356	52,121				
	Total.....	43,431	109,608				
	C.P.R. Steamers.			—	Not Stated.		\$555,432 47
	East.....	6,686	25,220				
1908	West.....	10,278	27,661				
	Total.....	16,964	52,881				
	Grand Total.....	60,395	162,489				
	Allan Steamers.				Lock bags	Tied sacks	
	East.....	14,644	66,955	....	10,926	5,159	
	West.....	16,957	56,567	....	34,745	9,127	
	Total.....	31,601	123,522	....	45,671	14,286	
	C.P.R. Steamers.						*413,749 39
	East.....	21,461	60,312	....	4,228	10,314	
	West.....	25,055	51,592	....	8,478	32,166	
	Total.....	46,516	111,904	....	12,706	42,480	
	Grand Total.....	78,117	235,426	....	58,377	56,766	

*For services to Sept. 30, 1908. Further payments are at present under consideration.

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CANADA AND MEXICO.

(Atlantic Service).

ELDER, DEMPSTER & CO.

There are two services run under this vote, viz.: from Montreal in summer and Halifax in winter to Mexico ports on the Atlantic; and from Vancouver and Victoria to ports in Mexico on the Pacific coast.

The Atlantic service is performed by Messrs. Elder Dempster and Company, of Liverpool, England, under terms of a contract bearing date June 21, 1907, and which expires on September 14, 1909. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors owning and controlling the steamships of the gross and net tonnage hereinafter mentioned, viz.: the *Sokoto* of 3,092 gross and 1,969 net; the *Bornu* of 3,238 gross and 2,070 net; each having passenger accommodation for not less than 60 first-class and 20 second-class passengers, and guaranteed as rating at Lloyds 100 A1, did on or prior to the first day of April last prior to the date of these presents, place such steamships or such others approved by the minister as was necessary to fulfil the terms of this contract, on a route between the Dominion of Canada and the Republic of Mexico as hereinafter stated, and have since that date and will continue to maintain therewith until the fourteenth day of September in the year 1909, a monthly service, as follows:—

Summer Service.

(a.) From the port of Montreal during the season of open navigation on the River St. Lawrence, calling at Charlottetown, in the province of Prince Edward Island whenever freight or passengers offer from that port, and at Halifax in the province of Nova Scotia, Nassau in the Bahama Islands, and at a port or ports in the Island of Cuba, extending each and every such voyage to and calling at the ports of Progreso, Vera Cruz and Tampico, and when required so to do by the minister, at Coatzacoalcas in the Republic of Mexico, and upon all return voyages calling at the said ports; and,

Winter Service.

(b.) During the season of closed navigation on the River St. Lawrence, from the port of Halifax, calling at Nassau in the Bahama Islands, and a port or ports in Cuba, to the aforesaid ports of Progreso, Vera Cruz and Tampico, and when required so to do by the minister, at Coatzacoalcas, in the Republic of Mexico, and returning therefrom to Halifax, calling at the said port of Nassau and at a port or ports in Cuba; the said sailings from the Canadian ports of departure being at regular intervals on such fixed dates as may be sanctioned by the minister; such dates to be advertised at least twenty days in advance of sailings.

Speed.

2. Each of the said steamers while employed as herein agreed shall, on all north and south bound voyages, run at an average speed of not less than ten knots per hour, extraordinary conditions of the weather excepted.

Calls at Cuban Ports.

3. It is understood and agreed that the steamers so employed may carry and land in Cuba on south bound voyages cargo and passengers, and may take on board at

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Cuban ports both cargo and passengers for Mexico; and on all north-bound voyages from Mexico may take on board cargo and passengers for any Cuban port, but shall not take cargo at Cuban ports for Canada.

Subsidy, \$50,000 per annum.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay, or cause to be paid, to the contractors, their successors or assigns, a subsidy at the rate of fifty thousand dollars (\$50,000) per annum, payable in monthly payments of four thousand one hundred and sixty-six dollars and sixty-six cents (\$4,166.66) on the completion of each monthly round voyage so run in compliance with the terms of this agreement; it being understood that the government of the Republic of Mexico has entered into or will enter into a concurrent agreement with the contractors for the performance of the service as herein specified, and the payment of subsidy as aforesaid is subject to the continuance of the agreement with and on the part of the government of Mexico as to time, terms and conditions under which the service is to be maintained.

Time-tables—Deductions from Subsidy.

6. 'It is understood and agreed to be a further condition of these presents that the contractors shall from time to time furnish the minister with time tables showing the proposed sailings, and upon the same being approved by the minister they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substitute steamer sanctioned by the minister, does not sail from a terminal port as herein specified within three days of the date fixed by such time tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure of sail from such terminal port; provided, however, that the minister may authorize any vessel to sail at an earlier or a later date than that specified in such time table should he for any reason deem it advisable to do so.

Carriage of Mails.

Clause 11 of the contract states that the contractors are required to carry any mails that may be tendered to them by the post office authorities of Canada.

Description of Vessels Employed.

The steamers on this service are as follows:—

SS. *Yoruba*, built at Whiteinch, in 1894, of steel, and registered at Liverpool in 1897; length, 322 feet; breadth, 42 feet 3 inches; depth of hold, 16 feet 8 inches; net tonnage, 1,913; gross tonnage, 3,000; capacity, 4,670; 77 nominal horse-power; speed, 10 knots.

SS. *Dahomey*, built at Middlesbrough, in 1891, of steel, and registered at London in the same year; length, 312 feet; breadth, 40 feet; depth of hold, 26 feet 6 inches; net tonnage, 1,828; gross tonnage, 2,854; capacity, 4,000; 258 nominal horse-power; speed, 10 knots.

SS. *Sokoto*, built at Barrow, in 1899, of steel, and registered at Liverpool in 1900; length, 345 feet; breadth, 42 feet 2 inches; depth, 23 feet; net tonnage, 1,969; gross tonnage, 3,092; capacity, 4,600; 296 nominal horse-power; speed, 11 knots.

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SS. *Bornu*, built at Barrow, in 1899, of steel, and registered at Liverpool in 1900; length, 345 feet; breadth, 42 feet 2 inches; depth, 23 feet; net tonnage, 2,074; gross tonnage, 3,238; capacity, 4,600; 296 nominal horse-power; speed, 11 knots.

SS. *Montauk*, built at West Hartlepool, in 1894, of steel, and registered at Liverpool in 1899; length, 365 feet; breadth, 47 feet; depth, 27 feet 1 inch; net tonnage, 2,612; gross tonnage, 4,040; capacity, 6,700; 404 nominal horse-power; speed, 9 knots.

SS. *Andoni*, built at Port Glasgow, in 1898, of steel, and registered at Liverpool in the same year; length, 329 feet 2 inches; breadth, 45 feet 5 inches; depth, 16 feet 2 inches; net tonnage, 2,034; gross tonnage, 3,188; capacity, 5,000; 301 nominal horse-power; speed, 9 knots.

Distances.

The distance from Montreal to Vera Cruz is given as 3,745 miles; from Vera Cruz to Montreal, 2,941 miles.

Traffic Returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.				Tons of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
					Tons Weight.	Tons Meas't.		Lock Bags.	Tied Sacks.	
1907	700				45,811		Not Stated.	Not Stated.		\$50,000 00
1908	In.....	49	236	159	4,360	41,870	Nil.	.....	Nil.	\$50,000 00
	Out....	104	326	30	10,495	21,975	Nil.	3	Nil.	\$50,000 00
	Total.	153	762	189	14,855	63,845				

CANADA AND MEXICO.

(Pacific Service.)

T. H. WORSNOP.

The service on the Pacific coast is performed by Thomas Herbert Worsnop, of London, England, under terms of a contract bearing date September 17, 1906, for a period of two years. The principal provisions, aside from those common to all contracts, are as follows:—

Ports of call.—Frequency of service.

1. 'The contractor, controlling two or more steamships sailing under the British flag, each of a carrying capacity of not less than 3,500 tons, with a guaranteed rating

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at Lloyds as A 1, and having passenger accommodation for not less than 20 first-class and 100 'tween deck passengers, will within six months from the date hereof place the same or other steamships of like or greater capacity, approved by the minister, on a route between Vancouver and Victoria in the province of British Columbia, and the ports of Mazatlan, Manzanillo, Acapulco and Salina Cruz situate on the Pacific coast of the Republic of Mexico; and will therewith maintain for a period of two years from the first sailing of such steamers from the terminal ports of Vancouver and Salina Cruz a regular monthly service between such terminal ports and calling on all voyages both south and north-bound at the aforementioned intermediate ports, and at such other ports in the province of British Columbia and the Republic of Mexico as may be approved by the minister, sailing from each such terminal ports regularly once in each calendar month and on such fixed days as may be sanctioned by the minister; such dates to be advertised at least twenty days in advance of sailings; and shall complete each year during the continuance of this contract twelve full round voyages.

Speed.

2. 'Each of the steamers employed as herein agreed shall on all south and north-bound voyages run at an average speed of not less than ten knots per hour, extraordinary conditions of the weather excepted.

Passenger and freight rates.

3. 'The contractor shall carry on each trip of any steamer employed under this contract according to its capacity, all the freight and passengers which may be reasonably offered or obtained, and at tariff rates both as to passengers and freights which may be from time to time approved by the minister.

Subsidy; \$50,000 per annum.

7. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractor, his successors and assigns, that the contractor and his successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractor set forth and contained, he will well and truly pay or cause to be paid to the contractor, his successors or assigns a subsidy at the rate of fifty thousand dollars (\$50,000) per annum, payable in quarterly instalments of twelve thousand and five hundred dollars (\$12,500) or such portions thereof as may be earned in each quarter ending on the last days of June, September, December and March occurring during the continuance of this contract; it being understood that the government of the republic of Mexico has entered into a concurrent agreement with the contractor for the performance of the service as herein specified, and the payment of subsidy as aforesaid is subject to the continuance of the agreement with and on the part of the government of Mexico as to time, terms and conditions under which the service is to be maintained;

Carriage of mails.

11. 'The contractor shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamers and from the

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steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractor, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

Calls at foreign ports.

16. 'The steamers employed in carrying out the provisions of this contract shall not on any voyage either outwards or homewards call at any foreign port not specified in this contract, Mexican ports excepted.'

Description of vessels employed.

The steamers employed in this service during the calendar years 1907 and 1908, were as follows:—

SS. *Georgia* (formerly the *Sikh*) was built at Newcastle-on-Tyne in 1889, of steel, and registered at London in 1906; length, 335 feet; breadth, 40 feet 2 inches; depth, 27 feet 2 inches; net tonnage, 1,778; gross tonnage, 2,796; capacity, 3,800; nominal horse-power, 402; speed, 11 knots.

SS. *Lonsdale* was built at Sunderland in 1890 of steel and registered at the same place in 1903; length, 340 feet; breadth, 41 feet; depth, 26 feet 3 inches; net tonnage, 2,043; gross tonnage, 3,171; capacity, 4,200; 292 nominal horse-power; speed, 10½ knots.

Distances.

The distance from Vancouver to Salina Cruz is 2,965 miles; from Salina Cruz to Vancouver via Guaymas, 3,572 miles.

The traffic during the calendar years 1907 and 1908 is stated by the contractor to be as follows:—

TRAFFIC RETURNS.

Calendar Year.	Passengers Carried.	Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907	57	7,110	Not Stated.	Not Stated.	\$33,333 29
1908	In..... 83 Out..... 69	3,358 16,368	Nil. Nil.	5 10	
	Total. 152	19,726	Nil.	15	\$45,833 33

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CANADA AND NEWFOUNDLAND.—REID NEWFOUNDLAND COMPANY, LTD.

This service is performed by the Reid Newfoundland Company, Limited, of St. Johns', Newfoundland, under terms of a contract bearing date February 15, 1908, which expires on March 31, 1909, and the principal provisions of which are as follows:—

Frequency of service.—Ports of call.

1. The contractors on the first day of April next following the date of these presents, will establish and maintain until the thirty-first day of March, 1909, a regular steamship service between North Sydney, in the province of Nova Scotia, and Port aux Basques, in Newfoundland, and for that purpose will provide the steamship *Bruce*, which steamship is described as a steel screw steamship having a speed of 16 knots, 1,155 gross tonnage, classed 100 A1 at Lloyds, with double bottom of cellular construction, and the contractors hereby further agree to furnish such other steamship or steamships as may be necessary from time to time, which steamships shall be subject to the approval of the minister, for the proper performance of the service hereinafter described, and which said service shall consist of a complete round trip each day, except Sunday, between the ports of North Sydney and Port aux Basques, but should there for any reason not be six round trips during each week there shall not be less than three complete round trips between the said ports each week during the continuance of this contract, excepting that if in any week Port aux Basques be blocked and the steamer is compelled to go to Placentia, two round trips instead of three shall be the minimum number in any such week.

Subsidy; \$20,000, per annum.

2. Subject to the further conditions, stipulations and reservations herein provided, His Majesty, for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of twenty thousand dollars (\$20,000) per annum, but in case the full six complete round trips are not performed each week, a reduction of sixty-four dollars (\$64.00) for each single trip not so performed, and should there be from any cause whatever, less than three complete round trips in any one week, no subsidy, or part thereof shall be paid on account of any service performed during such week, unless it be established to the satisfaction of the minister, that such failure has been caused by stress of weather the said subsidy to be payable quarterly, viz.: for the periods ending the 30th day of June and September, and the 31st days of December and March, during the continuance of this contract.

Calls at foreign ports.

6. The steamers employed in carrying out the provisions of this contract shall not on any voyages either outwards or homewards call at any foreign port not specified in this contract.

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Description of Vessels employed.

The steamers employed in this service during 1908 were the following:—

SS. *Bruce*, built of steel at Pointhouse in 1897, and registered at St. John's, Nfld., in 1897; length, 236.6 feet; breadth 32.6 feet; depth, 19.7 feet; net tonnage, 343; gross tonnage, 1,155; 350 nominal horse-power.

SS. *Virginia Lake*, composite built at Dumbarton in 1888, and registered at St. John's, Nfld., in 1892; length, 180.3 feet; breadth, 30 feet; depth, 21.3 feet; net tonnage 440; gross tonnage 760; 98 nominal horse-power.

SS. *Glencoe*, built of steel at Pointhouse, Glasgow, in 1899, and registered at St. John's, Nfld., in 1900; length, 208 feet; breadth, 30.1 feet; depth, 16.7 feet; net tonnage, 336; gross tonnage, 767, 185 nominal horse-power.

Distances.

The distance from Port au Basques, Nfld., to North Sydney, N.S., is 102 miles.

TRAFFIC RETURNS.

No service was run during 1907.

Calendar Year	Passengers Carried.		Tons Freight Carried.	Live Stock.	Mails.		Subsidy Paid
	First Class.	Second Class.			Sealed Bags.	Tied Sacks.	
1908	5,351	9,223	10,176.	764	2,112	11,796	\$12,272

CANADA AND NEW ZEALAND.

RICHARD A. ALLEY.

This service is performed under the terms of a contract entered into with Richard A. Alley, of Vancouver, B.C., dated December 28, 1905, and which expires on the completion of three full years' service. The service was commenced on April 26, 1906, and, therefore will end on April 25, 1909. The principal provisions, aside from those common to all contracts, are as follows:—

Ports of Call—Frequency of Service.

1. 'The contractor being the owner of or having control of the steamship *Africander* of 2,742 tons gross register, and other steamers, will therewith within three months from the date hereof or with steamships of like class, rating, and of not less capacity, approved by the minister, establish a regular service between the port of Vancouver, in the province of British Columbia, and the ports of Auckland, Wellington, Littleton, Dunedin and Bluff, in the colony of New Zealand, such service to commence by one of the said steamers sailing from one of the said ports in New Zealand for Vancouver within three months from the date of the signing of the New Zealand agreement, to be followed by the other two months later, the first one sailing on the return from Vancouver within two months next following the date of the first

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sailing from New Zealand to be followed by the other two months later and, to so continue sailing from both terminal ports at intervals of two months during the continuance of this contract, with the option on the part of the contractor of calling on all or any trips at Fiji, and with the further option of also calling at the port of Victoria, in British Columbia, on any or all trips run.

Calls at New Zealand Ports.

2. 'It is understood and agreed that in so far as the above named ports in New Zealand are concerned, calls shall be made on each trip at three of them alternating as occasion may require, and with the option on the part of the contractor of calling at other New Zealand ports when found necessary, such further calls, however, not to interfere with the regular running of the service or the sailing from New Zealand on such dates as may be fixed in terms hereinafter provided.

Improvement of Service.

3. 'It is understood and agreed that should the traffic over the route named so increase as to warrant the putting on of larger steamers or of sailing the steamers more frequently than hereinbefore provided, the contractor is to furnish and run such steamers or such more frequent service, always subject to the approval of the minister as to sailing dates and conditions, without, however, any additional subsidy being payable than that hereinafter provided.

Subsidy; £10,000 per annum.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractor, his successors and assigns, that the contractor and his successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractor set forth and contained, he will well and truly pay or cause to be paid to the contractor, his successors or assigns a subsidy at the rate of ten thousand pounds sterling (£10,000) per annum, payable in five instalments of one thousand and six hundred pounds (£1,600) each, on the completion of each of five full round voyages; and the balance of two thousand pounds (£2,000) on the completion of a years' service as herein contracted for; and in like manner and like instalments during each year's continuance of this contract;

Equipment of Steamers.

7. 'The steamers to be employed as herein specified, shall at all times during the continuance of this contract, be fully seaworthy, well officered, manned, victualled, equipped, provided and furnished, having regard to the service which the contractor has hereby undertaken to perform; and shall have ample and suitable accommodation for the mails and freight to be carried over the routes specified; and shall, at all times, carry boats and life-saving appliances in compliance with the law, and shall be in all respects subject to the approval of the minister.

Carriage of Mails.

Under clause 8 of the contract, the contractors are required to carry any mails that may be tendered to them by the Post Office authorities of Canada.

Calls in Australia and Honolulu.

20. 'It is understood and agreed that when other cargo is not available, the steamers employed in the service may call at a port or ports in Australia and at

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Honolulu to load and discharge cargo; provided always that such additional call or calls shall not be of such a character as to prevent the steamer taking up her sailing date at the appointed time from a terminal port; and it is further understood that any such variation from the usual direct route shall not be made in manner to compete with the subsidized service between Canada and Australia.

Delays not being by Default of Contractor.

22. 'It is understood and agreed that penalties will not be enforced against the contractor; if it be shown that the delay in being ready to proceed to sea or to comply with any other terms of this contract has arisen without neglect or default of the contractor, his agents or servants, or by the act of God, the King's enemies or other *force majeure*.

Termination of Contract after Commencement of a Steamer's Voyage.

23. 'It is understood and agreed that in the event of one of the contractor's steamers having started on her voyage and the minister shall decide to terminate this contract for any cause or reason beyond the control of and not being the fault of the contractor, the said steamer shall be deemed to have earned the subsidy for the voyage on which she has sailed.

Subsidy from New Zealand Government.

28. 'It is further conditioned, understood and agreed that this contract is subject to the granting by the New Zealand government of a like yearly subsidy to that hereinbefore provided, failing which this agreement is to be null and void from the time such New Zealand subsidy ceases.

Termination of Contract.

29. 'This contract shall terminate on the completion of three full years' service unless sooner terminated under the provisions of sections 18, 19 or 28 hereof.'

Description of Vessels Employed.

The steamers employed in this service are as follows:—

SS. *Pondo*, built at Sunderland in 1892, of steel, and registered at London in the same year: length, 310 feet; breadth, 40 feet 5 in.; depth, 25 feet 5 in.; net tonnage, 1,723; gross tonnage, 2,741.

SS. *Bucentaur* (formerly the *Oolong*), was built at Govan in 1893, of steel, and registered at London in the same year; length, 360 feet; breadth, 44 feet 2 inches; depth of hold, 26 feet 2 inches; net tonnage, 2,284; gross tonnage, 3,593; 550 nominal horse-power.

The above steamers were afterwards replaced by the following:—

SS. *Kazembe*, built of steel, at Linthouse, Glasgow, in 1907, and registered at London in 1907; length, 400·3 feet; breadth, 50 feet; depth, 27·1 feet; net tonnage, 2,935; gross tonnage, 4,658; 515 nominal horse-power.

SS. *Den of Ruthven*, built of steel at Whiteinch in 1907; registered at Dundee in 1907; length, 400 feet; breadth, 52 feet; depth, 27·8 feet; net tonnage, 3,116; gross tonnage, 4,937; 530 nominal horse-power.

SS. *Indravelli*, built of steel at Whiteinch in 1897; registered at Liverpool in 1897; length, 409 feet; breadth, 49·2 feet; depth, 35·8 feet; net tonnage, 3,768; gross tonnage, 5,805; 468 nominal horsepower.

Distances.

The distance from Vancouver to Wellington, N.Z., is given as 6,500 miles; from Vancouver to Auckland, N.Z., 7,400 miles. These distances are approximate.

Traffic Returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractor to be as follows:—

TRAFFIC RETURNS.

Calendar year.	Number of passengers carried.	Tons of freight carried.		Live stock.	Bags Mails.	Subsidy paid.
1907.....	Nil.	19,613		Not stated.	Not stated.	\$40,879 99
1908.....	{ In Nil. Out..... Nil.	Tons weight.	Tons meas.			
		3,200	30	.....	150	
		40,750	2,750	.....	660	
Total... ..	.....	43,950	3,080	Nil	810	\$31,146 66

CANADA AND SOUTH AFRICA.

ELDER DEMPSTER & CO.

This service is performed by Messrs. Elder, Dempster & Company, of Liverpool, England, under terms of a contract bearing date May 18, 1907, and which expires September 30, 1912. The principal provisions, aside from those common to all contracts, are as follows:—

Period of Contract.

- 1 "During the term of five years from the first day of October, one thousand nine hundred and seven the contractors shall well and efficiently provide work and maintain a service (hereinafter called "the service") of cargo and mail carrying steamships of the descriptions hereinafter mentioned, sailing from Montreal and calling at Quebec, and at the option of the contractors at other Canadian ports during the St. Lawrence season; and from St. John and calling at Halifax, and at the option of the contractors at other Canadian ports during the remainder of the year (hereinafter called "the Canadian ports"), and proceeding direct to Cape Town and such other South African ports (not less than two other ports) as may be arranged (hereinafter called "the South African ports"), upon and subject to the conditions and provisions hereinafter contained.
2. 'The contractors shall at all times during the said term provide and maintain such steamships of the descriptions hereinafter mentioned (hereinafter called "the steamers") as may from time to time be required for the purposes of the service. Each of the steamers shall:—

Size and Registry of Vessels.

(a) Be a British vessel of not less than five thousand tons deadweight capacity, furnished with adequate cargo space, and shall be a good, substantial and efficient steam vessel of adequate power and speed. and supplied with first-rate appropriate steam engines and in all respects suited to the performance of the service within the respective times herein stipulated, and shall be provided and kept by the contractors seaworthy and in complete repair and readiness to the satisfaction of the minister.

Speed.

(b) 'When employed on the service maintain an average rate of speed of not less than ten knots an hour.

Cold Storage.

(c) Be suitably fitted with cold storage accommodation and appliances which shall from time to time be the best known for the purpose and capable of carrying in such cold storage not less than two hundred tons of cargo. Provided the contractors shall from time to time in the event of goods offering for shipment provide such further cold storage accommodation as shall be sufficient to meet the requirements of the trade offering.

Electric Light and other Fittings.

(d) 'Be supplied with an adequate number of boats and life-saving appliances in compliance with the law, and shall be fitted with electric light and all modern appliances and conveniences and be otherwise constructed, fitted and equipped properly and substantially in a manner suitable for all the requirements of the service and to the satisfaction in all respects and subject to the approval of the minister; provided that the contractors shall from time to time, in the event of goods being offered for shipment, provide further vessels having such carrying capacity, accommodation and appliances as shall be sufficient to meet the requirements of the trade offering.

Carriage of Mails.

3. 'The steamers are:—

(a) 'To carry all mails sent under the authority of the Postmaster General of the Dominion of Canada (hereinafter called "the Postmaster General") for transmission from Canada to South Africa, irrespective of their origin and ultimate destination.

(b) 'Except such letters as are not required by law to pass through the post office, the contractors shall not receive or permit to be received for conveyance on board any steamer any letters other than those mentioned. No mails shall be conveyed by any such steamer on behalf of any colony or foreign country without the permission of the Postmaster General. The whole postage of any mail conveyed by any steamer shall under all circumstances be at the disposal of the Postmaster General.

Frequency of service.

4. 'The contractors shall on the first day of October, one thousand nine hundred and seven, and thereafter until the thirtieth day of September, 1912, at least monthly during the first fifteen days of each month, cause one of the steamers properly found in all respects, to leave one of the Canadian ports, and thence to call at the other of the Canadian ports, and thence proceed to direct to one of the South African ports, and thence to call at the others of the South African ports; and the contractors further agree, in the event of goods being offered for shipment, to provide such additional vessels having carrying capacity and accommodation and appliances as shall be sufficient to meet the requirements of the trade offered.

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Precedence to be given to Canadian Goods and Shippers.

6. 'No preference, priority or advantage whatsoever shall be granted by the contractors as regards the shipment and conveyance of any goods or products, directly or indirectly, against shippers of Canadian goods and products, who shall always have precedence for such Canadian goods and products over all other shippers, provided that such shippers in respect of such Canadian goods and products shall give not less than ten days' notice in writing to the contractors at their office at the port of shipment, specifying the nature and amount of such goods and products before the date advertised for the departure of any steamer of their intention to ship goods and products, who shall at the same time, if required by the contractors, pay a deposit of not less than 10 per cent upon the freight chargeable in respect of the carriage of such goods and products, and subject thereto the contractors shall ship all such goods and products in order of priority according to the time at which the same shall be actually received by the contractors for shipment.

Freight Rates.

7. 'The rates charged by the contractors shall under the same circumstances be the same scale of rates to all shippers and classes of shippers for each class of goods, so that no undue advantage, privilege or monopoly may be afforded to any person or classes of persons in respect of such rates.

Subsidy, \$146,000 per annum.

15. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, an annual subsidy of the sum of one hundred and forty-six thousand dollars (\$146,000) from and out of the proper moneys of the Dominion of Canada, the same to be paid and payable in the city of Ottawa in four quarterly payments payable in the months of January, April, July and October in each and every year during the continuance of this agreement, and subject always to such subsidy being voted by the Parliament of the Dominion of Canada.

Subsidy from any other source.

16. 'The contractors shall not in respect of the services receive or accept any subsidy or aid pecuniary or otherwise from any colony or foreign country or any provincial, civic or municipal authority or any person or persons or corporation or corporations, and should any such subsidy or aid be received by the contractors, the Dominion government may deduct the amount thereof from the amount of the next quarterly payment due and owing under this contract, and so from time to time and as often as the contractors receive such subsidy or aid from any colonial or foreign government, provincial, civic or municipal authority or any person or persons or corporation or corporations; but this provision is not to be deemed as a permission or authority for the contractors receiving any such subsidy or aid.

Calls for coaling.

18. 'Subject to the due performance by the contractors of the obligations imposed on them by this contract, they shall be at liberty in sailing from the Canadian ports to the South African ports to call solely for the purpose of coaling at any ports not situate on the continent of America.

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Exemptions from calling at Canadian ports.

19. 'If at any time the contractors furnish to the minister evidence satisfactory to him that sufficient cargo is not forthcoming from any of the ports of call in Canada, he may in his discretion exempt either temporarily or permanently the steamers of the contractors from visiting such ports.'

Commencement of Service.

25. 'This contract shall come into force and have effect on and from the first day of October, one thousand nine hundred and seven.'

Description of Vessels Employed.

The steamships performing this service are as follows:—

SS. *Melville*, built at Port Glasgow in 1902 of steel and registered at Liverpool in the same year; length, 385 feet; breadth, 48 feet 8 inches; depth of hold, 26 feet 9 inches; net tonnage, 2,872; gross tonnage, 4,439; capacity, 6,500; 350 nominal horse-power; speed, 10 knots.

SS. *Canada Cape*, built at Howdon-on-Tyne in 1904, of steel, and registered at Liverpool in the same year; length, 360 feet; breadth, 48 feet; depth of hold, 20 feet 2 inches; net tonnage, 2,795; gross tonnage, 4,286; capacity, 6,500; 372 nominal horse-power; speed, 10 knots.

SS. *Yola*, built at Sunderland in 1898, of steel, and registered at Liverpool in the same year; length, 356 feet; breadth, 45 feet 2 inches; depth, 18 feet 7 inches; net tonnage, 2,246; gross tonnage, 3,504; capacity, 5,625; 296 nominal horse-power; speed, 10 knots.

SS. *Degama*, built at Hartlepool in 1899, of steel, and registered at Liverpool in the same year; length, 337 feet 5 inches; breadth, 45 feet 2 inches; depth, 18 feet 8 inches; net tonnage, 2,245; gross tonnage, 3,507; capacity, 5,500; 271 nominal horse-power; speed, 10 knots.

SS. *Memnon*, built at Belfast in 1890, of steel, and registered at Liverpool in 1904; length, 345 feet 6 inches; breadth, 40 feet 9 inches; depth, 26 feet 7 inches; net tonnage, 2,046; gross tonnage, 3,176; capacity, 4,800; 278 nominal horse-power; speed, 10 knots.

SS. *Monarch*, built at Wallsend in 1897, of steel, and registered at Liverpool in the same year; length, 470 feet; breadth, 56 feet; depth, 31 feet 9 inches; net tonnage, 4,776; gross tonnage, 7,355; capacity, 12,000; 548 nominal horse-power; speed, 10 knots.

SS. *Ashanti*, built at Wallsend in 1897, of steel, and registered at Liverpool in the same year; length, 330 feet; breadth, 45 feet 2 inches; depth, 18 feet 2 inches; net tonnage, 2,186; gross tonnage, 3,389; capacity, 5,575; 293 nominal horse-power; speed, 10 knots.

SS. *Montenegro*, built at Partrick in 1898, of steel, and registered at Liverpool in 1899; length, 375 feet; breadth, 50 feet; depth, 26 feet; net tonnage, 2,856; gross tonnage, 4,408; capacity, 7,170; 368 nominal horse-power; speed, 10 knots.

SS. *Palma*, built at West Hartlepool in 1907; length, 325 feet; breadth, 45.9 feet; depth, 23.7 feet; net tonnage, 1,864; gross tonnage, 2,981; capacity, 8,300 tons meas.; 310 nominal horse-power; speed, 10 knots.

SS. *Bendu*, built at Newcastle in 1906; length, 375.2 feet; breadth, 47.3 feet; depth, 18.9 feet; net tonnage, 2,821; gross tonnage, 4,319; capacity, 7,900 tons meas.; 396 nominal horse-power; speed, 10 knots.

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Distances.

The distance between St. John and Cape Town, South Africa, is given as 6,978 miles; between Montreal and Cape Town, South Africa, is 7,338 miles.

Traffic Returns.

The traffic during the calendar years 1907 and 1908, is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar year.	Number of passengers carried.	Tons of freight carried.		Live stock.	Mails.	Subsidy paid.
1907.....	Not stated. ...	47,314		Not stated.	Nil.	\$146,000 00
		Weight	Meas.			
1908.....	5	25,690	16,977	69	Nil.	146,000 00

170.

FROUDE'S POINT AND LOCKEPORT, N.S.

MUNICIPAL CORPORATION OF THE TOWN OF LOCKEPORT, N.S.

This service is performed by the municipal corporation of the town of Lockeport, N.S., under terms of a contract dated June 12, 1908, which expires on March 31, 1909.

The principal provisions of the contract are:—

Frequency of Service—Ports of Call.

1. The contractor, having maintained from the 9th day of September, prior to the date of these presents, a service of not less than twelve round trips each week on the route between Lockeport, N.S., and Froude's Point, N.S., calling at Rockland with the steamship *D. D. Mann*, of 130.41 gross tonnage and 88.68 net tonnage, with passenger accommodation for 40 people and speed of nine knots, hereby agrees to continue and maintain the said service until March 31, 1909.

Subsidy, \$600 per annum.

2. Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractor, his successors and assigns, that the contractor and his successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractor set forth and contained, he will well and truly pay or cause to be paid to the contractor, his successors or assigns, a subsidy at the rate of six hundred dollars (\$600) per annum, payable as follows:—Three hundred dollars (\$300) upon the completion of twenty-six (26) weeks' service as hereinbefore described during the continuance of this contract, and three hundred dollars (\$300) upon the completion of one years' service from the commencement of this contract; and such further proportionate sum at the rate of six hundred dollars (\$600) per annum, as may have been earned at the expiration of this contract on the 31st day of March, 1909.

Carriage of mails.

Clause 5 of the contract provides for the carriage of mails.

TRAFFIC RETURNS.

Calendar year.		Number of passengers carried.	Tons of freight carried.	Live stock.	Mails.		Subsidy paid.
					Lock bags.	Tied Sacks.	
1908.....	In	3,317	600	Nil	1,884	900	
	Out	3,308	570	"	1,884	900	
Total		6,625	1,170		3 768	1,800	\$600

171.

GASPE BASIN AND DALHOUSIE OR CAMPBELLTON.

INTERPROVINCIAL NAVIGATION COMPANY AND MAGDALEN ISLANDS STEAMSHIP COMPANY.

This service was performed by the Interprovincial Navigation Company of Canada, Limited, of Campbellton, N.B., under terms of a contract bearing date October 6, 1904, until June 7, 1908, when the vessel employed on the service, the *Lady Eileen*, was wrecked. By articles of agreement dated July 2, 1908, the service was taken over by the Magdalen Islands SS. Company of Halifax, N.S., and performed by their steamer *Lady Sybil*. Transfer of the contract was approved by the Minister of Trade and Commerce on October 22, 1908. The contract expires on the close of navigation in the year 1909. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of Service.

1. ‘The contractors on the opening of navigation on the route between Campbellton aforesaid and Gaspé Basin, in the province of Quebec, in the spring of the year, 1905, that is to say, as soon as the ice will permit of the running of a steamer over the said route, will place a new screw steamer now building and as yet unnamed, guaranteed to rate A1 at Lloyd’s, of a length over all of 180 feet, breadth 31 feet, draft 9 feet, gross tonnage about 1,000 tons, net tonnage about 600 tons, of a speed of 12 knots per hour, fully and properly fitted for the accommodation of between 90 and 100 first-class and 50 or more second-class passengers, heated by steam and equipped throughout with electric lights, and having adequate accommodation for such freight as may be offered for conveyance over said route; and will with such steamer maintain a regular semi-weekly service from such opening of navigation to the close thereof in the autumn of the said year, that is to say, until the ice will not permit of the running of the steamer over the said route, during which period there shall be made at least 60 full round trips from Campbellton to Gaspé basin aforesaid and return, and so in like manner during each year covered by this contract.

Ports of Call.

‘On each trip run both to and from Gaspé basin as aforesaid the steamer shall call at each of the ports of Dalhousie, Carleton, Maria, New Richmond, St. Charles

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de Caplan, Bonaventure, New Carlisle, Paspebiac, St. Godfroi, Port Daniel, L'Anse aux Bascons, Newport, Grand Pabos Mills, Little Pabos, Grand River, Little River East, Cape Cove, Barachois de Mal Baie, Percé, Point Peter, Douglastown and Grand Greve.

Period of Contract.

2. 'This contract shall remain in force until the closing of navigation in the year one thousand nine hundred and nine unless sooner terminated by the minister under the provisions of section 17 hereof.

Subsidy, \$15,000 per annum.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of fifteen thousand dollars (\$15,000) per annum in equal instalments of five thousand dollars (\$5,000) on each first day of July and October occurring during the continuance of this contract, and the balance of five thousand dollars (\$5,000) of each yearly amount on the completion of each year's service as hereinbefore contracted for; it being understood, declared and agreed that if for any reason there should not have been run in any one season at least sixty full round trips, there shall be deducted a proportionate amount from the final payment otherwise due for such year's service.

Carriage of Mails.

Clause 5 of the contract provides for the carriage of mails.

Description of Vessels employed.

The ss. *Lady Eileen*, used in the performance of this service, was a steel vessel built at Glasgow in 1905, licensed to carry 500 passengers, and had sleeping accommodation for 100; electric lighted throughout and heated by steam; steam steering gear; duplicate telegraph and telephone communication between the wheel-house and the engine room; fitted with a powerful search-light and patent anchors, and had electric bells throughout the ship. Length, 185 feet; breadth, 31 feet; net tonnage, 526; speed, 12 knots. She was wrecked on June 7, 1908.

The ss. *Lady Sybil*, now on the route, was built at Greenock in 1908, of steel; length, 165 feet; breadth, 28 feet; depth, 12 feet 3 inches; net tonnage, 351; gross tonnage, 676; 1,200 horse-power; speed, 12½ knots.

Distances—Traffic Returns.

The distance between terminal points is 225 miles.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar year.	Number of passengers carried.	Tons of freight carried.	Live stock.	Mails.		Subsidy paid.
1907.....	East... ..4,108	2,908	Not stated.	Not stated.		\$13,250 00
	West... ..5,152	1,105				
	Total... ..9,260	4,013		Lock Bags.	Tied Sacks.	
1908*.....	East .....2,560	3,834	11	952	191	\$12,000
	West .....2,624	1,855	20	952	191	
	Total... ..5,184	5,689	31	1,904	382	

*Statistics for 1908 are estimated only. Actual returns could not be obtained owing to wreck of 'Lady Eileen,' and proposed winding up of Interprovincial Navigation Co.

172.

GASPE BASIN AND NORTH SHORE RIVER AND GULF OF ST. LAWRENCE

LOUIS S. CORMIER.

The service is performed by Louis S. Cormier, of Esquimaux Point, Quebec, under terms of a contract bearing date April 16, 1908, which expired on the close of navigation in that year. The principal provisions, aside from those common to all contracts, are as follows:—

Schooner Service.

1. 'That wherever the word "steamer" occurs in this contract, it shall be read and interpreted as if written or printed "schooner," the intent and meaning of the contract being for a schooner service.

Frequency of Service and Ports of Call.

2. 'The contractor, owning or having control of the schooner *Sea Star*, of fifty-two tons register, will therewith, commencing upon the opening of navigation in the present year, run a regular fortnightly service between Gaspé Basin and the following ports on the north shore of the River and Gulf of St. Lawrence, calling thereat on all trips to or from Gaspé Basin aforesaid, that is to say, running between and calling at during the remaining season of navigation in the current year from Gaspé Basin to Mingan, Long Point, Mingan, Esquimaux Point, Batchowan, Piastre Bay, Aguanish, Isle Michon and Natashquan, and at River St. Jean, Magpie, Thunder River, Sheldrake, when the conveyance of mails, passengers or freight so require; and at such other intermediate ports or places as may be required by the minister.

Subsidy, \$1,000 per Season.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty, for himself, his heirs and successors, covenants with the contractor, his successors and assigns, that the contractor and his successors well and

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faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractor, his successors or assigns a subsidy at the rate of one thousand dollars (\$1,000) for the season's service, payable in instalments of three hundred and fifty dollars (\$350) on the first day of August next following the date of these presents; a like sum of three hundred and fifty dollars (\$350) on the first day of October next following; and the balance of three hundred dollars (\$300) on the completion of the service herein contracted to be performed; at which time this contract shall cease and determine, unless continued at the option of the minister for another season of navigation, unless sooner terminated under the provisions of clause 16 hereof;

Carriage of Mails.

Clause 5 of the contract provides for the carriage of mails.

Description of Vessel Employed.

The schooner *H. B.*, employed last year, has a tonnage of 57; speed, 8 knots.

Distance.

The distance between terminal points is given as 205 miles.

Traffic Returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractor to be as follows:—

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Freight Carried.	Live Stock.	Mail Sacks.	Subsidy Paid.
1907.....	50	Not stated.....	Not stated.....	Not stated.....	\$ 800
1908.....	15	In.—415,000 feet shingles. Out.—250 quintals fish; 81,000 feet board; 300 pails lard; 500 bags salt; 21 tons other freight.	75	21	1,000

173.

GRAND MANAN AND MAINLAND.

GRAND MANAN STEAMBOAT COMPANY.

This service is performed by the Grand Manan Steamboat Company of Grand Manan, N.B., under terms of a contract bearing date June 1, 1906, and which expires on March 31, 1909. The principal provisions, aside from those common to all contracts, are as follows:—

Period of Contract.

1. 'The contractors will on the first day of July next following the date of these presents, place their steamer, the *Aurora*, on the routes hereinafter described between

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the island of Grand Manan and the mainland, and will from that date carry on and maintain with the said steamer *Aurora* until the thirty-first day of March, one thousand nine hundred and nine, the following services, that is to say, they will during each of the months of June, July, August and September, occurring during the continuance of this contract, run the said steamer one trip each week between Grand Manan aforesaid and St. Andrews, on the mainland, via and calling on all trips both going and returning at Campbello and at Eastport, Maine, one trip each week between Grand Manan and St. John via and calling on all trips both going and returning at Campbello and Eastport aforesaid; one trip each week between Grand Manan and Sastport via and calling on all trips both going and returning at Campobello aforesaid; one trip each week between Grand Manan and St. Stephen via and calling on all trips both going and returning at Campobello, Eastport and St. Andrews; and during the remaining eight months of each year occurring during the continuance of this contract will run one trip each week between Grand Manan and St. Stephen via and calling on all trips both going and returning at Campobello, Eastport and St. Andrews; one trip each week between Grand Manan and St. John via and calling on all trips both going and returning at Campobello and Eastport aforesaid.

Subsidy: \$5,000 per Annum.

2. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractor, his successors and assigns, that the contractor and his successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractor set forth and contained, he will well and truly pay or cause to be paid to the contractor, his successors or assigns a subsidy at the rate of five thousand dollars per annum (\$5,000), payable as follows:—

A first instalment on the first day of the month of October next following the date hereof, of twelve hundred and fifty dollars (\$1,250); and an equal sum of twelve hundred and fifty dollars (\$1,250) on each subsequent first days of each of the months of January, April, July and October, occurring during the continuance of this contract, including the first day of April, one thousand nine hundred and nine;

Carriage of Mails.

Clause 4 of the contract provides for the carriage of mails.

Description of steamer employed.

The ss. *Aurora* above referred to was built at Brooklyn, U.S.A., in 1893 of wood, and registered at St. Andrews, N.B., in 1900; length, 114 feet 8 inches; breadth, 26 feet 6 inches; depth of hold, 10 feet 9 inches; net tonnage, 183; gross tonnage, 364; 32 nominal horse-power; speed, 12 knots.

Distances.

The distances between the various ports are as follows:—

Grand Manan to St. John, via Eastport, 63 miles.

Grand Manan to St. Stephen, via Eastport, 48 miles.

Grand Manan to St. Andrews, via Eastport, 30 miles.

Traffic Returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

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TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
				Lock Bags.	Tied Sacks.	
1907.....	6,524	4,047	Not stated.....	Not stated.....		\$ 5,000
1908.....	6,168	4,016	33	1,561	2,553	5,000

174.

HALIFAX AND CANSO.

HALIFAX AND CANSO STEAMSHIP COMPANY, LTD.

This service is performed by the Halifax and Canso Steamship Company, Limited, of Halifax, N.S., under terms of a contract bearing date February 27, 1907, and which expires on April 1, 1912. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of Service—Ports of Call.

1. 'The said contractors having, prior to the date hereof, placed the steamer *Strathcona* on a service between Halifax and Canso, which steamer having been lost, they will replace her by a new one, now building, and will with it, or until completed with a substitute steamer approved by the minister, continue to maintain a regular weekly service between Guysboro' and Halifax, in the province of Nova Scotia, calling on all voyages both ways at Queensport, Canso, Whitehead, Drumhead, Isaac's Harbour, Goldboro, Port Beckerton and Port Hilford; and during the months of January and February occurring during the continuance of this contract, at Port Dufferin, Sonora and Moser's River, all in the province of Nova Scotia, as well as such other port or ports as may be from time to time required by the minister. At any of the above ports of call where a public wharf has been built and is maintained, the steamer may be required to call at same when so notified by the minister.

Capacity and Equipment of Steamer.

'It is guaranteed, on the part of the contractors, that the new steamer above referred to shall have a cargo capacity equal to 2,500 barrels, with passenger accommodation for 40 passengers, electric lighted throughout and fitted with proper and adequate refrigeration for the carrying of fresh fish.

Period of Contract—Changes in Service.

2. 'This contract shall remain in force, unless sooner terminated under conditions hereinafter expressed, until the first day of April, 1912; and it is understood and agreed that the minister may authorize any change or changes in the above service as may not be inconsistent with the terms of the vote covering the payment of the subsidy therefor.

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Laying Off Steamer Each Year.

3. 'It is understood and agreed that the steamer running the service as above may lay off for refitting two trips in each year at such time or times as will least interfere with the requirements of the service.

Subsidy: \$4,000 per annum.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of four thousand dollars (\$4,000) per annum, payable as follows, that is to say:—

'In four equal instalments of one thousand dollars each on the first days of July, October and January, and on the completion of each year's service during the continuance of this contract;

Carriage of Mails.

Clause 5 of the contract provides for the carriage of mails.

Description of Vessel Employed.

The steamer employed in this service is SS. *Scotia*; length, 137 feet; breadth, 27 feet; depth, 9 feet 6 inches; net tonnage, 268; gross tonnage, 376; capacity, 2,000 barrels; speed, 10½ knots.

This new steamer, SS. *Scotia*, went on the route in September, 1907, before which the service was performed by SS. *Dufferin* and SS. *Margaret*.

Distances.

The distance between Halifax and Guysborough is 218 miles.

Traffic Returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907	624	5,547	Not given ...	Nil.	\$ 4,000
1908.....	1,779	{ 9,478 weight 14,818 meas. }	52	Nil.	4,000

175.

HALIFAX AND NEWFOUNDLAND VIA CAPE BRETON PORTS.

PICKFORD AND BLACK.

This service is performed by Messrs. Pickford & Black, of Halifax, N.S., under contract bearing date of July 10, 1908; which expires on the close of navigation in 1908. The principal provisions of the contract, aside from those common to all contracts, are as follows:—

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Ports of Call—Duration of Service.

1. 'The contractors having on the opening of navigation in the present season placed their steamer the *Harlaw* on the route between Halifax in the province of Nova Scotia and the west coast of the island of Newfoundland, and have since then and will continue to carry on and maintain by means of the said steamer a regular fortnightly service between Halifax and the west coast of Newfoundland, calling both going and returning at St. Peters, Grand Narrows, Baddeck, North Sydney, South Sydney, Ingonish, Neil's Harbour and Aspey Bay in Cape Breton, and at St. Paul's Island off the north coast of Cape Breton, whenever the weather will permit a vessel to call at that port, and at Channel, Bay St. George, Codroy, Bay of Islands and Bonne Bay in Newfoundland. Such service to continue uninterruptedly until fourteen complete round trips have been performed or until the close of navigation should it close before the said fourteen trips can be performed, that is to say, until the ice will not permit of the running of a steamer over the route named. The time to be occupied in making each trip of the service hereby undertaken to be performed including the return to Halifax shall not exceed thirteen days.

Period of Contract.

2. 'This contract shall remain in force until the close of navigation in the present year, but shall be subject to renewal for another year at the option of the minister.

Subsidy: \$4,000 per Season.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy not exceeding four thousand dollars (\$4,000), such subsidy to be payable as follows, that is to say: On the first day of September next following the date of these presents, a sum equivalent to two hundred and eighty dollars (\$280) for each complete round trip which shall have been fully performed according to the intention of these presents previous to that date; and the balance of the subsidy shall be paid on the completion of the season's service;

Carriage of Mails.

Clause 5 of the contract provides for the carriage of mails.

Description of Vessel Employed.

The SS. *Harlaw* above referred to, was built at Port Glasgow in 1881, of iron, and registered at Windsor, N.S., in 1888; length, 165 feet; breadth, 24 feet 5 inches; depth, 11 feet 8 inches; net tonnage, 267; gross tonnage, 451; speed, 10 knots.

Distance.

The distance between Halifax and Bonne Bay, Newfoundland, is 427 miles.

Traffic Returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

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TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
				Bags.	\$
1907.....	Ont..... 317 In..... 300 Total..... 617	3,980 2,288 6,268	} Not given	Not given	2,000
1908.....	Out..... 349 In..... 332 Total..... 681	3,625 1,750 5,375			
			4 2 6	14 14	4,000

176.

HALIFAX AND SPRY BAY.

HALIFAX AND SHEET HARBOUR STEAMSHIP COMPANY, LIMITED.

This service is performed by the Halifax and Sheet Harbour Steamship Company, Limited, of Halifax, N.S., under terms of a contract bearing date April 1, 1908, and which expires on March 31, 1909. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The said contractors having on the date and year above stated, placed the steamer *Margaret*, a vessel of 186 tons gross register, with a carrying capacity of about 1,500 barrels, with passenger accommodation for 50 passengers, on a route between Halifax and Spry Bay, both in the province of Nova Scotia, and will from such date carry on and maintain until March 31, 1909, a regular weekly service between said ports, calling on all voyages at Jeddore, Owl's Head, Tangier, Pope's Harbour, Ship Harbour, Sheet Harbour and Sober Island, all in the said province of Nova Scotia, as well as at such other ports or places between the said terminal ports as may be, from time to time, required by the minister.

Subsidy: \$2,500 per Annum.

2. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of two thousand and five hundred dollars (\$2,500), payable in two equal instalments of twelve hundred and fifty dollars (\$1,250) each in the months of October and April next following the date of these presents;

Carriage of Mails.

Clause 4 of the contract provides for the carriage of mails.

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Description of Vessel Employed.

SS. *Margaret*, length, 92 ft.; breadth, 19 ft. 6 in.; depth, 8 ft. 6 in.; net tonnage, 99; gross tonnage, 194; 27 nominal horse-power; speed, 11 knots.

The distance between Halifax and Sober Island, via ports of call, is 100 miles.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar Year.	Number of passengers carried.	Tons of freight carried.	Live stock.	Mails.	Subsidy paid.
1907	2,186	4,500	Nil.	Nil.	\$1,250
1908	1,935	3,470	Nil.	Nil.	\$2,500

177.

HALIFAX, ST. JOHN'S AND LIVERPOOL.

FURNESS, WITHEY & CO.

This service, as at present run, is under terms of a contract entered into with Messrs. Furness, Withy & Company, Limited, of West Hartlepool, England, bearing date March 6, 1908, and which expires on March 31, 1909. The principal provisions, aside from those common to all contracts, are as follows:—

Period of Contract and Sailing Dates.

1. 'The contractors will, on the first day of April, next following the date of these presents, placed on a route between the city or port of Halifax, in the province of Nova Scotia, and the city or port of St. John's, in Newfoundland, and the port of Liverpool in England, their steamers the *Ulunda*, the *Halifax City* and the *Evangeline*, and will from such date maintain, until the 31st day of March, in the year 1909, by means of the said steamers, or with such other steamers as may be approved by the minister, a regular service between the cities and ports aforesaid, sailing from and returning to each of the terminal ports of Halifax and Liverpool aforesaid, at regular intervals of not less frequency than once in every seventeen days, and on such fixed dates as may be sanctioned by the minister, calling on all voyages both outward and inward at the port of St. John's, in Newfoundland.

Subsidy: \$20,000 per season.

2. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns a subsidy at the rate of twenty thousand dollars (\$20,000), payable as follows:—

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One-half, or ten thousand dollars (\$10,000) on the first day of October next following the date of these presents, and the balance, ten thousand dollars (\$10,000) on the completion of the service on the first day of April, 1909.

Freight and passenger rates.

Clause 4 of the contract provides that freight and passenger rates shall be approved by the Minister.

Carriage of Mails.

Clause 6 of the contract provides for the carriage of mails.

The steamers employed in this service during 1908 were as follows :—

Description of Vessels Employed.

SS. *Ulunda* built at Linthouse in 1885 of iron and registered at West Hartlepool in 1898; length, 275 feet; breadth, 35 feet; depth, 15 feet 4 inches; net tonnage, 1,096; gross tonnage, 1,717; capacity, 2,200; 207 nominal horse-power; speed 11½ knots.

SS. *London City* built at Linthouse in 1882 of iron and registered at West Hartlepool in 1902; length 324 feet 5 inches; breadth, 38 feet; depth, 23 feet 8 inches; net tonnage, 1,509; gross tonnage, 2,367; capacity, 3,625; 324 nominal horse-power; speed, 12 knots.

SS. *Almeriana* built at Middlesborough in 1889 of steel and registered at West Hartlepool in 1906; length, 324 feet 8 inches; breadth, 40 feet 2 inches; depth, 25 feet 1 inch; net tonnage, 1,824; gross tonnage, 2,906; capacity, 4,000; 349 nominal horse-power; speed, 12 knots.

SS. *Evangeline* built at Linthouse in 1891 of steel and registered at West Hartlepool, in 1902; length, 305 feet; breadth, 39 feet; depth, 23 feet 3 inches; net tonnage, 1,417; gross tonnage, 2,266; capacity, 3,400; 306 nominal horse-power; speed, 12 knots.

SS. *Halifax City*, built at Hoboken, Antwerp, in 1894 of steel and registered at West Hartlepool in 1906; length, 321 feet; breadth, 40 feet 2 inches; depth, 17 feet 3 inches; net tonnage, 1,562; gross tonnage, 2,464; capacity, 3,500; 315 nominal horse-power; speed, 12 knots.

SS. *Florence*, built at Sunderland in 1889, of steel, and registered at Hartlepool, W., in 1902; length, 293·5 feet; breadth, 40·2 feet; depth, 26·1 feet; net tonnage, 1,609; gross tonnage, 2,493; 200 nominal horse-power.

SS. *Shenandoah*, built at Linthouse in 1893 of steel and registered at Liverpool in 1893; length, 370 feet; breadth, 44 feet; depth, 28·6 feet; net tonnage, 2,492; gross tonnage, 3,886; 600 nominal horse-power.

SS. *St. John City* built at Linthouse in 1891, of steel and registered at Hartlepool, W., in 1903; length, 305 feet; breadth, 39 feet; depth, 23·3 feet; net tonnage, 1,412; gross tonnage, 2,265; 300 nominal horse-power.

Distance between Terminal Ports.

The distance between Halifax and Liverpool is 2,453 miles.

TRAFFIC RETURNS.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows :—

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TRAFFIC RETURNS.

Calendar Year.	Number of passengers carried.	Tons of freight carried.	Live stock.	Mails, packages.	Subsidy paid.
1907.....	In..... 215 Out 138 Total.. 353	14,466 51,366 65,832	Not stated.....	Not stated.....	\$17,500
1908.....	53	44,132	Nil.	54	20,000

178.

MAINLAND AND MAGDALEN ISLANDS.

MAGDALEN ISLAND STEAMSHIP COMPANY.

This service is performed by the Magdalen Island Steamship Company, Limited, of Halifax, N.S., under terms of a contract bearing date April 7, 1908, to run for a period of one year. The principal provisions aside from those common to all contracts, are as follows:—

Ports of Call.

1. 'The contractor will at the earliest opening of navigation in the present year, that is to say, as soon as the ice will permit of the running of steamers over the route hereinafter named, place the steamer *Amelia* on the route between Pictou, in the province of Nova Scotia and the Magdalen Islands in the province of Quebec, and will for one year carry on and maintain by means of the said steamers, in manner hereinafter provided, a regular semi-weekly service, making each week two full round trips between Pictou and the Islands aforesaid and return calling on each trip each way at the railway wharf at Souris in the province of Prince Edward Island; and at ports in the Magdalen Islands as follows:—On all trips at Amherst Island, Point Bosse and Grindstone Island; and at Etang du Nord and Grand Entry once each week; such weekly calls to be made on alternate trips; and once each month during each of the months of June, July, August and September next following the date of this contract at Bryan Island; and in case and whenever the weather will not permit of the landing of the mails at Etang du Nord, the contractor shall land the mails from the said steamers for House Harbour and Etang du Nord at Grindstone Island, and the steamers shall remain there long enough to allow such mails to be carried to House Harbour and Etang du Nord and return; calling also at such other port or ports, place or places en route as the minister may from time to time direct.

Duration of Service.

2. 'Such service shall continue regularly and uninterruptedly until the closing of navigation at Pictou aforesaid each fall or winter during the continuance of this

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contract, and from such closing of navigation such service shall be continued from some port in Cape Breton to such port or ports in the Magdalen Islands as the minister may approve until the closing of navigation at the Magdalen Islands, that is to say until the ice will not permit of the running of a steamer over such route; it being understood and agreed that calls at Grand Entry need not be made after the end of the month of September in each year.

‘The days of the week and time of sailing from Pictou aforesaid shall be at all times subject to the approval of the minister, as well as shall be the maximum time allowed within which to complete the full round trip.

Period of Contract.

3. ‘This contract shall remain in force for one year from the date hereof; and it is understood and agreed that the minister may authorize any changes in the service as above defined as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

Passenger and Freight Rates.

4. ‘The attached schedule of rates for passengers and freight, notwithstanding any other provision herein contained, shall be considered as part of the contract, and shall be the rates to be charged on all voyages performed under this contract.

Subsidy: \$15,000 per Annum.

5. ‘Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractor, his successors and assigns, that the contractor and his successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractor set forth and contained, he will well and truly pay or cause to be paid to the contractor, his successors or assigns a subsidy at the rate of fifteen thousand dollars (\$15,000) per annum, such subsidy to be payable as follows, that is to say:—

On the first days of each of the months of July and October next, the sum of five thousand dollars (\$5,000), and at the close of navigation as hereinbefore defined, the further sum of five thousand dollars (\$5,000).

Carriage of Mails.

Clause 7 of the contract provides for the carriage of mails.

Description of Vessels Employed.

The SS. *Amelia* employed in this service, was built at Ayr in 1894, of steel, and registered at Magdalen islands in 1895; length, 145 ft.; breadth, 22 ft. 8 in.; depth, 9 ft. 9 in.; net tonnage, 103; gross tonnage, 356; capacity, 2,200 bbls.; 60 nominal horse power; speed, 11 knots.

Distances.

The distance between Pictou and Magdalen islands is 145 miles, with 50 miles extra to Bryon Island.

Traffic Returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractor to be as follows:—

SESSIONAL PAPER No. 10b

TRAFFIC RETURNS.

Calendar Year.	Number of passengers carried.	Tons of freight carried.	Live stock.	Mail, bags.		Subsidy paid.
				In.	Out.	
1907.....	880	5,900	Not given.	Not	given.	\$15,000
1908.....	1,357	4,472	18	1,499	1,453	15,000

179.

MONTREAL, QUEBEC AND MANCHESTER.

(SUMMER SERVICE.)

ST. JOHN, HALIFAX AND MANCHESTER.

(WINTER SERVICE.)

MANCHESTER LINERS, LTD.

(Furness, Withy & Co., Agents.)

This service is performed by the Manchester Liners, Ltd., of Manchester, England, under terms of a contract bearing date, March 6, 1908, and which expires on March 31, 1909. The principal provisions, aside from those common to all contracts, are as follows :—

Period of Contract—Freight rates—Cold storage.

1. 'The contractors being the owners and proprietors of the steamers, the *Manchester Importer, Manchester Shipper, Manchester Trader, Manchester City, Manchester Commerce and Manchester Corporation*, will on the first day of April next, following the date of these presents, place the said steamers on the route between Canada and the city of Manchester, in England, and will therewith or with other steamers of like class and capacity approved by the minister, maintain until the thirty-first day of March in the year nineteen hundred and nine, a regular fortnightly service between Canada and the said city of Manchester, that is to say, sailing from each of the terminal ports of Montreal or St. John, as the case may be, and from Manchester on such fixed dates as may be sanctioned by the minister, and at regular intervals of not more than fourteen days, such dates to be duly advertised by the contractors; the sailings during the season of navigation on the River St. Lawrence to be from the port of Montreal, in the province of Quebec, to the said city of Manchester, and from Manchester to the said port of Montreal, calling on all voyages both outwards and inwards at the port of Quebec, in the said province, and during the balance of the year when navigation is closed on the said River St. Lawrence

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sailing from the port of St. John in the province of New Brunswick, to the said city of Manchester, and from Manchester to the said port of St. John, calling on all voyages inwards, that is, from Manchester to St. John, at the port of Halifax, in the province of Nova Scotia; and it is further understood and agreed that the contractors shall arrange that every facility is afforded for the carriage of any freight that may be offered at Halifax for Manchester, which freights shall be taken on board at Halifax on westbound trips, and that the freight rates to be charged on these goods shall not be higher than would be charged were the goods shipped direct; and as regards the steamers provided with cold storage, the contractors shall, while employed in the service, maintain the appliances connected therewith in constant efficiency and shall operate the same at all times while cargo is being stowed or carried in the compartments set aside for the purpose.

Freight Rates.

2. 'It is understood and agreed and is a condition precedent to the payment of the subsidy as hereinafter provided, or any portion thereof, that the freight rates which have been or may be charged by the contractors on goods carried or which may be carried by the said steamers between the ports above named during the continuance of, and under the terms of this contract, shall not exceed the rates current by other vessels or other lines less the rates charged or chargeable by the Manchester Ship Canal Company for use of or for towage through the said canal or both.

Subsidy, \$35,000 per annum.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns a subsidy of thirty-five thousand dollars (\$35,000) payable quarterly in sums of eight thousand seven hundred and fifty dollars (\$8,750) each during the months of July, October, January and April next succeeding the dates of these presents

Freight and Passenger Rates.

A clause in the contract provides that freight and passenger rates shall be approved by the Minister.

Carriage of Mails.

Clause 7 of the contract provides for the carriage of mails.

Description of Vessels Employed.

The steamers employed in this service are as follows:—

SS. *Manchester Shipper*, built at West Hartlepool in 1900, of steel, and registered at Manchester in the same year; length, 370 feet; breadth, 48 feet; depth, 26 feet 3 inches; net tonnage, 2,542; gross tonnage, 4,038; capacity, 268,000 cu. ft.; 379 nominal horse-power; speed, 10 knots.

SS. *Manchester Importer*, built at West Hartlepool in 1899, of steel, and registered at Manchester in the same year; length, 370 feet; breadth, 48 feet; depth, 26 feet 3 inches; net tonnage, 2,538; gross tonnage, 4,028; capacity, 260,000 cu. ft.; 379 nominal horse-power; speed, 10 knots.

SESSIONAL PAPER No. 10b

SS. *Manchester Trader*, built at Londonderry in 1890, of steel and registered at Manchester in 1898; length, 340 feet; breadth, 42 feet 7 inches; depth, 27 feet; net tonnage, 2,136; gross tonnage, 3,318; capacity, 195,000 cu. ft.; 354 nominal horse-power; speed, 10 knots.

SS. *Manchester Exchange*, built at Hartlepool in 1901, of steel, and registered at Manchester in 1901; length, 360 feet 5 inches; breadth, 48 feet 2 inches; depth, 23 feet; net tonnage, 2,649; gross tonnage, 4,091; capacity, 282,000 cu. ft., 372 nominal horse-power; speed, 10 knots.

SS. *Manchester Mariner*, built of steel at Hartlepool in 1904, and registered at Manchester in 1904; length, 360 feet; breadth, 48 feet; depth, 28.1 feet; net tonnage, 2,672; gross tonnage, 4,106; 400 nominal horse-power.

SS. *Manchester Inventor*, built of steel at Howden-on-Tyne in 1902, and registered at Manchester in 1902; length, 360 feet; breadth, 48 feet; depth, 28.1 feet; net tonnage, 2,775; gross tonnage, 4,247; 372 nominal horse power.

Distances.

The distance from Manchester to Montreal is 3,050 miles; from Manchester to St. John, 2,820 miles.

Traffic Returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows :—

TRAFFIC RETURNS.

Calendar Year.	Number of passengers carried.	Freight carried.		Number of live stock carried.	Mail, bags.	Subsidy paid.
		Weight. Tons.	Measure-ment.			
1907.....	110	122,152	.....	Not stated..	Not stated..	\$35,000
1908.....	Nil.	112,794	59,908	6,678	Nil.	\$35,000

180.

NEWCASTLE, NEGUAC AND ESCUMINAC, MIRAMICHI RIVER AND MIRAMICHI BAY.

MIRAMICHI STEAM NAVIGATION COMPANY, LIMITED.

This service is performed by the Miramichi Steam Navigation Company, Limited, of Chatham, N.B., under terms of a contract bearing date July 16, 1908, and which expired on the close of navigation in that year. The principal provisions aside from those common to all contracts, are as follows:—

Port of Call—Frequency of Service.

1. ‘The contractors, being the owners of and having control of the steamer *Alexandra*, of 201 tons register, having, on the opening of navigation, that is to say,

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as soon as the ice did permit of the running of a steamer over the route hereinafter named, placed the same on a route between Newcastle, Chatham, Loggieville, Escuminac, Neguac and other ports or places, all in the province of New Brunswick, and having maintained and will continue to maintain a regular daily service as hereinafter defined until the close of navigation during the current year on the Miramichi river and bay, that is to say, until the ice will not permit of the running of a steamer on such river and bay; such service to be run on Mondays, Wednesdays and Fridays from Newcastle aforesaid, to and calling both ways at Chatham, Lower Newcastle, Loggieville, Oak Point, Church Point, Escuminac and Neguac; and on alternate days, that is to say on Tuesdays, Thursdays and Saturdays from Newcastle to and calling both ways at Chatham, Lower Newcastle, Loggieville, Oak Point, Bay du Vin, Mills Point wharf, Church Point and Neguac, it being understood and agreed that the calls at Lower Newcastle and Mills Point wharf shall be conditional upon the completion of wharf at the respective points.

Termination of Contract.

2. 'This contract shall continue in force and effect, unless sooner terminated under the provisions of section 17 hereof, until the close of navigation in the autumn or winter next following the date thereof, when it shall cease and determine, unless continued on like terms at the option of the minister for the season of open navigation in the year 1909.

Subsidy: \$1,500 per Season.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of one thousand and five hundred dollars (\$1,500) for the season's services, payable on the completion thereof and so in like manner for the season of 1909, if continued during that season at the option of the minister as hereinbefore provided;

Carriage of Mails.

Clause 5 of the contract provides for the carriage of mails.

Description of Vessel Employed.

The SS. *Alexandra* referred to above, was built at Chatham, N.B., in 1902, of wood and registered at Chatham in the same year; length, 102 feet; breadth, 24 feet; depth, 9 feet; net tonnage, 136; gross tonnage, 201; nominal horse power, 38; speed, 10 knots.

Distance.

The distance from Newcastle to Escuminac is 45 miles.

Traffic Returns

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

SESSIONAL PAPER No. 10b

TRAFFIC RETURNS.

Calendar Year.	Number of passengers carried.	Tons reight carried.	Live stock.	Tied sacks of mail.	Subsidy paid.
1907.....	4,000	1,500	Not given.	Not given.	\$1,500
1908.....	In 3,750 Out 3,750	260 1,040	10 4	397 228	\$1,500
Total.....	7,500	1,300	14	625	

181.

PELEE ISLAND AND MAINLAND.

T. J. STOCKWELL.

This service was performed by Thomas Jefferson Stockwell, of Leamington, Ont., under terms of a contract bearing date September 20, 1906, which expired on March 31, 1908, and was not renewed.

TRAFFIC RETURNS.

Calendar year.	Passengers number.	Freight tons.	Live stock.	Mails.	
				Bags.	Sacks.
1907	2671	2730	.....	Not stated.	
Jan. 1 to June 30, 1908.	624	5540	150	150	117

182.

PETIT DE GRAT AND I.C.R. TERMINUS AT MULGRAVE.

HUGH CANN & SON.

This service is performed by Messrs. Hugh Cann & Son, of Yarmouth, N.S., under terms of a contract bearing date July 10, 1908. The principal provisions, aside from those common to all contracts, are as follows :—

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Frequency of service and ports of call.

1. 'The contractors having on the first day of April last occurring before the date of these presents, placed the steamer *Percy Cann* on the Petit de Grat, Arichat and Mulgrave route, in the province of Nova Scotia, and having since that date and will therewith or with the assistance when necessary of a substitute steamer approved by the minister, continue to perform a steamship service to consist of one full round trip each way daily (Sundays excepted), calling on all trips going and coming at Arichat and at West Arichat, such service to be regular and uninterrupted except as hereinafter provided during the continuance of this contract, that is to say, until the thirty-first day of the month of March, in the year 1909.

Removal of Steamer for Painting, &c.

2. 'It is further agreed and provided, that during such month as may be approved by the minister during the continuance of this contract, the contractors shall be allowed to remove the steamer performing this service for painting, cleaning, &c., and during such month the steamer performing the Canso-Mulgrave service shall, in lieu thereof, call at Arichat on each trip both going and coming.

Trips omitted on account of wind or ice.

3. 'Provided, however, in the event of any trip or trips being missed owing to its being impossible to perform the same on account of wind or ice, upon satisfactory evidence being furnished to the minister, he may direct that no deduction shall be made from the subsidy otherwise payable for the trips so missed, and clause 5 in this contract is hereby modified with this sole intent and meaning.

Termination of contract.

4. 'This contract shall cease and determine on the aforementioned thirty-first day of March, one thousand nine hundred and nine unless sooner terminated as hereinafter provided or unless continued for another year from that date at the option of the minister.

Subsidy, \$3,000 per annum.

5. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of three thousand dollars (\$3,000) per annum, which subsidy shall be payable as follows:—

The sum of seven hundred and fifty dollars (\$750) during the current month of July; and a like sum of seven hundred and fifty dollars (\$750) during each of the months of October, January and April, thereafter occurring during the continuance of this contract;

Carriage of mails.

Clause 7 of the contract provides for the carriage of mails.

Description of Vessel Employed.

The SS. *Percy Cann* (formerly the *Westport*) was built at Meteghen, N.S., in 1902, of wood, and registered at Yarmouth, N.S., in 1899; length, 77 feet; breadth, 17 feet 1 inch; depth of hold, 6 feet 6 inches; net tonnage, 56; gross tonnage, 80; 13½ nominal horse-power; speed, 8½ knots.

The distance between Petit de Grat and Mulgrave is given as 32 miles.

SESSIONAL PAPER No. 106

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar Year.	Number of passengers carried.	Tons of freight carried.	Live Stock.	Mails.	Subsidy paid.
1907.....	1,972	852	Not stated.	Not stated.	\$3,000
1908.....	1,950	800	Nil.	Nil.	\$3,000

183.

PETITCODIAC RIVER, MONCTON, WAY PORTS, AND A PORT OR PORTS
IN THE COUNTY OF CUMBERLAND, N.S.

SHEPODY NAVIGATION COMPANY, LIMITED.

This service is performed by the Shepody Navigation Company, Limited, of Moncton, N.B., under terms of a contract bearing date February 1, 1908. This contract expires on March 31, 1909. The principal provisions, aside from those common to all contracts, are as follows:—

Period of Contract.

1 'The contractors having control of the steamer *Wilfrid C.* of a gross tonnage of ninety-nine tons, will place on the first day of April next following the date of these presents, and will thereafter continue to maintain the same in service during open navigation in the year one thousand nine hundred and eight on a route or routes between Moncton aforesaid and ports on the Peticodiac river and other ports hereinafter mentioned in the province of New Brunswick and in the province of Nova Scotia on the Bay of Fundy, and will continue to maintain in service on such route or routes said steamer or another of like class, capacity and equipment approved by the minister, during open navigation on such routes until the thirty-first day of March in the year one thousand nine hundred and nine, on which date this contract shall cease and determine unless sooner terminated in manner hereinafter provided, or unless continued at the option of the minister for another year from such date.

Frequency of service—Ports of call.

2. 'The service hereinbefore referred to and contracted for shall consist or regular 'tri-weekly trips between Moncton and Hillsboro', Edgett's Landing and Hopewell 'Cape, weekly trips between Moncton and Hopewell Hill, Riverside and Harvey, N.B., Shulee and Joggins, N.S., such weekly trips to extend every second week to River Hebert, N.S.

Subsidy, \$2,000 per annum.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contrac-

tors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of two thousand dollars (\$2,000) per annum, payable in sums of one thousand dollars (\$1,000) on the first day of October, 1908, and one thousand dollars (\$1,000) on the first day of April, 1909, on the completion of the service on the thirty-first day of March, one thousand nine hundred and nine.

Description of vessel employed.

The SS. *Wilfrid C.*, above referred to, was built at Yarmouth, N.S., in 1897 of wood, and registered at Halifax, N.S., in 1898; length, 80 feet; breadth, 18 feet 5 inches; depth of hold, 8 feet; net tonnage, 48; gross tonnage, 99; 17 nominal horsepower; speed 10-12 knots.

Distances.

The distance from Moncton to Riverside and return is 78 miles; from Moncton to River Hebert and return, 114 miles.

Traffic Returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar Year.	Number of passengers carried.	Tons of freight carried.	Live stock.	Mails.	Subsidy paid.
1907..	In 775 Out 670	454 2,332	Not stated.	Not stated.	* \$2,500
Total	1,445	2,786	.....	.....
1908.	In 510 Out 550	612 1,803	2	Nil.	No payment was made during 1908.
Total.	1,060	2,415	2		

*Including part of subsidy for previous year.

PICTOU AND CHETICAMP.

W. A. BEATTIE.

This service is performed by Wm. A. Beattie, of Halifax, N.S., under terms of a contract entered into on August 19, 1908, which expires on the close of navigation, 1908, but is subject to renewal for one year.

Ports of Call.

A regular weekly service is run by the steamer *Electra*, between Pictou and Cheticamp calling on all trips both ways at Port Hood, Margaree Harbour, Eastern Harbour, Big Pond, Henry Island, Mabou Mouth, Inverness, Red Cape, Port Bain and Broad Cove Mines.

Amount of Subsidy \$2,000.

A subsidy of two thousand dollars (\$2,000) to be payable as follows:—On the first day of July the sum of fifty-seven dollars (\$57.00) for each round trip which shall at the time have been fully performed; on the first day of October a further sum of fifty-seven (\$57.00) for each round trip which shall have been performed previous to that date, excluding, however, payment for the round trips which had been fully performed at the time of the previous payment; and the balance of the subsidy then remaining payable to be paid on the completion of the service contracted to be performed.

Description of vessel employed.

The SS. *Electra* was built at Arcadia, N.S., in 1887, of wood, and registered at Charlottetown, P.E.I., in 1892; length, 86 feet; breadth, 17 feet; depth, 8 feet; net tonnage, 78; gross tonnage, 107; capacity, 300 bbls.; 25 nominal horse-power; speed 10 knots.

Distance.

The distance between Pictou and Cheticamp, via intermediate ports, is 123 miles.

Traffic Returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractor to be as follows :—

TRAFFIC RETURNS.

Calendar Year.	Number of passengers carried.	Tons of freight carried.		Number of live stock.	Bags mail.	Subsidy paid.
		Weight.	Measure-ment.			
1907.....	181	670	.....	Not given.	Not given.	\$1,368
1908.....	282	1,857	776	248	Nil.	\$2,000

185.

PICTOU, MURRAY HARBOUR, GEORGETOWN AND MONTAGUE BRIDGE.

THREE RIVERS STEAMSHIP CO.

This service is performed by the Three Rivers Steamship Company of Charlottetown, P.E.I., under terms of a contract bearing date July 17, 1908, and which expires on the close of navigation in 1908. The principal provisions, aside from those common to all contracts, are as follows:—

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Period of Contract.

1. 'The contractors having on the opening of navigation in the year of these presents, placed their steamer the *Enterprise* on a route and having maintained and will continue to maintain the service hereinafter described between Montague, in the province of Prince Edward Island, and Pictou, Port Hood, Port Mulgrave and Port Hawkesbury in the province of Nova Scotia, viz.: a regular service as follows:—

(a.) Two round trips each week sailing from Montague, calling at Georgetown and Murray Harbour in Prince Edward Island and Pictou in Nova Scotia, returning to Murray Harbour, Georgetown and Montague.

(b.) One round trip each week sailing from Montague, calling at Georgetown and Souris in Prince Edward Island, Port Hood, Port Hawkesbury and Port Mulgrave, all in Nova Scotia, the said trip to Port Hood to be performed weather permitting; such trips and such calls to be made regularly and uninterruptedly from the opening of navigation, one thousand nine hundred and eight, until the close of navigation of the present year, that is to say until the ice will no longer permit of the vessel running on the said route.

Subsidy: \$6,000 per annum.

2. Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of six thousand dollars (\$6,000) per annum as follows, that is to say:

On each of the first days of July and September during the continuance of this contract two thousand dollars (\$2,000); on the close of navigation at the end of the current year, as hereinbefore defined, two thousand dollars (\$2,000).

Carriage of Mails.

Clause 4 of the contract provides for the carriage of mails.

Description of vessel employed.

The steamer employed in this service during the calendar years 1907 and 1908, was the following:—

SS. *Enterprise*.—Length, 120 feet; breadth, 25 feet; depth, 8 feet 6 inches; net tonnage, 99; gross tonnage, 211; capacity, 1,200 bbls.; 42 nominal horse-power; speed, 12 knots.

Distance.

The distance from Montague to Pictou via Beach Point is 45 miles; from Montague to Pictou via Murray Harbour, 69 miles.

Traffic Returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows :—

SESSIONAL PAPER No. 10b

TRAFFIC RETURNS.

Calendar Year.	Number of passengers carried.	Tons of freight carried.	Number of live stock carried.	Bags of mail.	Subsidy paid.
1907.....	1,320	2,464	Not stated.	Not stated.	\$2,400
1908.....	1,366	3,376	137	313	\$6,000

186.

MULGRAVE AND CANSO.

HUGH CANN & SON.

This service is performed by Messrs. Hugh Cann & Son, of Yarmouth, N.S., under terms of contract bearing date July 10, 1908, and which expires on March 31, 1909. The principal provisions, aside from those common to all contracts, are as follows :—

Frequency of service—Ports of call.

1. 'The contractors having, on or before the first day of the month of April next previous to the date of these presents, placed their steamer, the *John L. Cann*, of 81 tons net register, on a route between Port Mulgrave and Canso, in the province of Nova Scotia, and having from the said date carried on and maintained, and will during the further continuance of this contract continue to carry on and maintain, by means of the said steamer, or such other steamer as may be approved by the minister, a regular daily service both ways (Sundays excepted) between the said ports, calling on all trips both ways at Arichat, in Nova Scotia, if so required by the minister.

Termination of contract—Withdrawal of steamer for repairs.

'The said service to be continued until the 31st day of March, in the year 1909, unless sooner terminated under the provisions of section 17, or unless continued for another year from such date at the option of the minister; it being understood and agreed that the contractors shall have the privilege of withdrawing the said steamer one month during each year for repairs, painting and cleaning; during such withdrawal the service shall be run on alternate days by the steamer *Malcolm Cann* or other steamer approved by the minister.

Subsidy, \$4,000 per annum.

3. 'Subject to further conditions, stipulations and reservations herein provided for, His Majesty, for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of four thousand dollars (\$4,000) per annum, which subsidy shall be payable as follows :—

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‘In the month of October next following the date of these presents, the sum of two thousand dollars (\$2,000); and the balance of two thousand dollars (\$2,000) on the completion of one year’s services as herein contracted to be performed; and so in like manner during the further continuance of this contract, should it be continued as above provided;

Carriage of mails.

Clause 5 of the contract provides for the carriage of mails.

Description of vessel employed.

The SS. *John L. Cann*, was built at Yarmouth in 1891, of wood, and registered at the same place in 1896; length, 97 feet 8 inches; breadth, 19 feet 8 inches; depth of hold, 9 feet; net tonnage, 79; gross tonnage, 166; 34 nominal horse power; speed, 9½ knots.

Distance.

The distance between Canso and Mulgrave is 24 miles.

Traffic Returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to as follows:—

TRAFFIC RETURNS.

Calendar Year.	Number of passengers carried.	Tons of freight carried	Number of live stock carried.	Bags of mail.	Subsidy paid.
1907... ..	2,535	2,655	Not stated.	Not stated.	\$2,000
1908.....	2,849	3,332	Nil.	777	\$4,000

187.

PORT MULGRAVE, ST. PETER’S, IRISH COVE AND MARBLE MOUNTAIN.

RICHMOND STEAMSHIP CO.

This service is performed by the Richmond Steamship Company of Sydney, N.S., under terms of a contract bearing date July 10, 1908, which expires on the close of navigation, 1909. The principal provisions, aside from those common to all contracts, are as follows:—

Period of Contract—Ports of Call.

1. The contractors having at the earliest opening of navigation in the present year, that is to say, as soon as the ice did permit of the running of the steamer over the routes hereinafter specified, placed their steamer, the *Richmond*, on such routes, and have from time to time carried on and maintained and will continue to carry on and maintain by means of the said steamer or such other steamer as may be approved

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by the minister, until the close of navigation in the winter next succeeding the date of these presents, that is to say, until the ice will not permit of the running of the steamer over the said route, and so in like manner during the season of open navigation in the year one thousand nine hundred and nine, the following service, viz.: Two full round trips each week between Port Mulgrave, Poulamond, Grandique, St. Peters, Johnston's Harbour, Irish Cove and Grand Narrows, all situate on or contiguous to the waters of the Strait of Canso and the Great Bras d'Or Lake, and four full round trips each week between Grand Narrows and Marble Mountain, two of which each week to extend to West Bay, all situate on or contiguous to the Great Bras d'Or Lake.

Termination of contract.

3. ' This contract shall remain in force until the closing of navigation in the year one thousand nine hundred and nine.

Subsidy, \$6,000 per Annum.

4. ' Subject to further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of six thousand dollars (\$6,000) per annum payable as follows:—

In each year during the continuance of this contract, on the first day of July, the sum of one thousand five hundred dollars (\$1,500); on the first day of October, one thousand five hundred dollars (\$1,500); on the first day of December, one thousand five hundred dollars (\$1,500); and the balance of one thousand five hundred dollars (\$1,500) on the completion of the season's services as herein contracted to be performed;

Carriage of Mails.

Clause 6 of the contract provides for the carriage of mails.

Description of Vessel Employed.

The SS. *Richmond* was used in the performance of this service; a screw steamer, built in 1905; length, 112 feet 5 inches; breadth, 18 feet; depth of hold, 8 feet 3 inches; net tonnage, 105; gross tonnage, 162; 21 nominal horse-power; speed, 9 knots.

Distance.

The distance between Grand Narrows and Mulgrave is given as 66 miles, and between Grand Narrows and Marble Mountain 17 miles; between Marble Mountain and West Bay 12 miles.

Traffic Returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

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TRAFFIC RETURNS.

Calendar Year.	Number of passengers carried.	Tons of freight carried.	Live stock carried.	Mails.	Subsidy paid.
1907.....	1,320	650	Not stated.	Not stated.	\$6,000
1908.....	2,100	772	Nil.	Nil.	\$6,000

188.

MULGRAVE AND GUYSBORO.'

HUGH CANN AND SON.

This service is performed by Messrs. Hugh Cann & Son, of Yarmouth, N.S., under terms of a contract bearing date July 15, 1908, and which expires March 31, 1909. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of Service—Ports of call.

1. 'The contractors having on or before the first day of April next preceeding the date of these presents, placed their steamer the *Malcolm Cann* of 78 tons net register, on a route between Port Mulgrave and Guysboro in the province of Nova Scotia; and having from the said date carried and maintained, and will during the further continuance of this contract continue to carry on and maintain by means of the said steamer or such other steamer as may be approved by the minister, a regular daily service both ways (Sundays excepted), between the said ports calling each day one way at Queensport, and extending the trips three times each week, during the season of open navigation, to the port of Boylston.

Termination of service—Withdrawal of steamer for repairs.

'The said service to be continued until the 31st day of March in the year 1909, unless sooner terminated under the provisions of section 17, or unless continued for another year from such date at the option of the minister; it being understood and agreed that the contractors shall have the privilege of withdrawing the said steamer one month during each year for repairs, painting and cleaning; during such withdrawal the service shall be run on alternate days by the steamer *John L. Cann* or other steamer approved by the minister.

Subsidy: \$5,000 per annum.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of five thousand dollars (\$5,000) per annum, which subsidy shall be payable as follows:—

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'In the month of October next following the date of these presents, the sum of two thousand and five hundred dollars (\$2,500), and the balance of two thousand and five hundred dollars (\$2,500) on the completion of one year's services as herein contracted to be performed; and so in like manner during the further continuance of this contract should it be continued as above provided.

Carriage of Mails.

Clause 5 of the contract provides for the carriage of mails.

Description of vessel employed.

The SS. *Malcolm Cann* was built at Lockport, in 1898, of wood, and registered at Yarmouth, N.S., in the same year. Length, 112 feet; breadth, 20 feet 1 inch; depth of hold, 10 feet 8 inches; net tonnage, 78; gross tonnage, 212; 53 nominal horsepower; speed, 11 knots.

Distances.

The distance between terminal ports is given as follows: Guysboro to Mulgrave, 29½ miles; Guysboro to Boylston, 5 miles.

Traffic Returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar Year.	Number of passengers carried.	Tons of freight carried.	Live stock.	Mails.	Subsidy paid.
1907.....	3,202	783	Not stated.	Not stated.	\$2,500
1908.....	3,099	1,576	32	581	\$5,000

189.

MULGRAVE AND CHETICAMP.

WILLIAM G. LESLIE.

This service is performed by William G. Leslie, of Grindstone, Magdalen Islands, under terms of a contract bearing date March 28, 1908, and which expires on the close of navigation in that year. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of service.

1. 'That on the opening of navigation, that is to say, as soon as the ice did permit of the running of a steamer over the route hereinafter defined, in the month of

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May last prior to the date of these presents, the contractors did place their steamer, the *Magdalen*, a vessel of 135 tons gross register, with such ample accommodation for both passengers and freight as is required for the service, on a route between Port Mulgrave and Cheticamp (government wharf), both in the province of Nova Scotia, and will, during the continuance of this contract, run a regular semi-weekly service between such terminal ports, calling on all trips both ways at Port Hawkesbury, Port Hastings, Port Hood, Inverness, Margaree and Grand Etang, the aforesaid semi-weekly trips to leave Port Mulgrave on Mondays and Thursdays, and commencing first of October, an extra trip per week to Port Hood, when necessary, to meet the requirements of the fresh fish trade.

Termination of contract.

‘The service as aforesaid to continue regularly and uninterruptedly until the closing of navigation in the autumn or winter next following the date of these presents, that is to say, until the ice will not permit of the running of a steamer over the route named, at which time this contract shall terminate unless sooner terminated under the provisions of section 16 hereof, or unless continued on the same terms and conditions for another year at the option of the minister.

Subsidy, \$5,000 per annum.

2. ‘Subject to the further conditions, stipulations and reservations herein provided, His Majesty for Himself, His Heirs and Successors, covenants with the contractor, his successors and assigns, that the contractor and his successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractor set forth and contained, He will well and truly pay or cause to be paid to the contractor, his successors or assigns, a subsidy at the rate of five thousand dollars (\$5,000) per annum, payable as follows, viz.:—

‘During the month of July instant, one thousand dollars (\$1,000), or so much thereof as may have been earned to the 30th day of June last past; two thousand dollars (\$2,000) on the first day of October next following the date of these presents; and the balance of two thousand dollars (\$2,000) on the completion of the service at the close of navigation; and so in like sums and in like manner during the year 1909 should the service be continued during that season at the option of the minister, as provided in section 1 hereof :

Carriage of mails.

Clause 4 of the contract provides for the carriage of mails.

Description of vessel employed.

The SS. *Magdalen*, above referred to, was built at Shelburne N.S., in 1906, of wood and registered at Magdalen Islands in 1906; length, 98 feet 6 inches; breadth, 21 feet 6 inches; depth, 8 feet 8 inches; net tonnage, 92; gross tonnage, 135; capacity, 150; 28 nominal horse-power; speed, 10 knots.

Distance.

The distance between Mulgrave and Cheticamp is 81 miles.

Traffic Returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractor to be as follows:—

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TRAFFIC RETURNS.

Calendar Year.	Number of passengers carried.	Tons of freight carried.	Live stock.	Mails.	Subsidy paid.
1907.....	In.....231 Out.....204 Total.....435	150 1,073 1,223	Not stated.	Not stated.	\$4,500
1908.....	1,097	1,111	348	Nil.	\$5,000

190.

PRINCE RUPERT, B.C., AND QUEEN CHARLOTTE ISLANDS.

No contract has been entered into for this service between Prince Rupert, B.C., and Jedway, Queen Charlotte Islands, and no service was run during the year 1908, under this vote.

191.

PRINCE EDWARD ISLAND, CAPE BRETON AND NEWFOUNDLAND.

DOMINION COAL COMPANY, LIMITED.

This service is performed by the Dominion Coal Company, Limited, of Glace Bay, C.B., under terms of a contract bearing date July 11, 1908, and which expires on the close of navigation in 1909. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of Service.—Ports of Call.

1. The contractors owning and having control of the steamer *Bonavista*, of a capacity of 1,306 tons gross register, with passenger accommodation for not less than forty first-class and thirty second-class passengers, with such other steamships as may be approved by the minister, having on the earliest opening of navigation before the date of these presents, placed the same on a route between Montreal, in the province of Quebec, and St. John's in Newfoundland, and having maintained and will continue to maintain the said steamships on the said route until the closing of navigation in the autumn next succeeding the date of these presents, a regular service about every eighteen days between Charlottetown in the province of Prince Edward Island and St. John's Newfoundland, aforesaid, calling on all eastbound trips at Souris in the said province of Prince Edward Island and at North Sydney and Sydney, in the province of Nova Scotia; and on all westbound trips at Sydney, aforesaid; it being understood that the calls at Souris to be contingent upon there being sufficient depth of water to permit the steamer to go in and out with safety at all times of the tide.

Subsidy, \$8,000 per Annum.

2. 'Subject to further conditions, stipulations and reservations herein provided, His Majesty for Himself, His heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of eight thousand dollars (\$8,000) payable as follows, that is to say:—On the first day of each of the months of July and September occurring during the continuance of this contract, the sum of three thousand dollars (\$3,000), and on the completion of the services as hereinbefore defined the further sum of two thousand dollars (\$2,000);

Carriage of Mails.

Clause 4 of the contract provides for the carriage of mails.

Description of vessel employed.

The SS. *Bonarista* above referred to was built at Low Walker in 1884 of iron, and registered at Montreal in 1885; length, 240 feet; breath, 33 feet 5 inches; depth, 18 feet 3 inches; net tonnage, 837; gross tonnage, 1,306; capacity, 1,200; 160 nominal horse power; speed, 10½ knots.

Distances.

The distance between Montreal and St. John's, Newfoundland, via Charlottetown and Sydney, is 1,370 miles; between St. John's, Newfoundland, and Montreal via Sydney, 1,150 miles.

Traffic Returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar year.	Number of passengers carried.	Tons of freight carried.	Number of live stock carried.	Subsidy paid.
1907.....	830	7,745	Not stated.	\$8,000
1908.....	In.....208	893	Nil.	\$8,000
	Out.....274	5,971	1,219	
	Total.....482	6,864	1,219	

PRINCE EDWARD ISLAND AND THE MAINLAND.

CHARLOTTETOWN STEAM NAVIGATION COMPANY.

This service is performed by the Charlottetown Steam Navigation Company, Limited, under terms of a contract bearing date the 5th October, 1905, and which expires on December 31, 1910. The principal provisions, aside from those common to all contracts, are as follows:—

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Daily Service.

1. 'The contractors at the earliest opening of navigation over the routes hereinafter named, that is to say, in the early part of the year one thousand nine hundred and six, whenever or as soon as the ice will permit of the running of steamers between Charlottetown, in the province of Prince Edward Island, and Pictou, in the province of Nova Scotia, and between Summerside, in the province of Prince Edward Island, and Point du Chene, in the province of New Brunswick, will place their steamers the *Northumberland*, of 1,255 tons gross register, with a speed capacity of sixteen knots per hour, and the *Princess*, of 541 tons gross register, with a speed capacity of twelve and one-half knots per hour, which said steamer *Princess* shall be replaced on or before the month of June next following by another steamer now building, and as yet not named—of a greater tonnage and with more accommodation for both freight and passengers than the *Northumberland*, with a speed capacity of sixteen and one-half knots per hour—on the said routes, and will therewith or with such other steamers as may be approved by the minister carry on and maintain during the continuance of this contract a daily service between the hereinbefore named ports or places, making one full round trip each day (Sundays excepted) from Charlottetown to Pictou and return to Charlottetown; and one full round trip each day (Sundays excepted) from Summerside to Point du Chene and return to Summerside or vice versa as the minister may direct; the hours of departure and arrival of the said steamers from and at each of the ports or places hereinbefore named being at all times subject to the approval of the minister, who may at any time alter the same by giving notice thereof to the contractors; provided always that a reasonable time be allowed for the transfer of freight to and from the railways.

Cold storage.

'It is understood and agreed that the steamers employed in the performance of this contract shall each be fitted with and shall operate such cold storage appliances and accommodation as the minister may from time to time deem necessary or require.'

Duration of service.

2. 'Such service as aforesaid shall be performed regularly and uninterruptedly during the season and until the closing of navigation each winter during the continuance of the contract, that is to say, each season until the ice will not permit of the running of steamers over the routes named or either of them.'

Subsidy, \$12,500 per Annum.

3. 'And His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns that they well and faithfully performing all and every the covenants, agreements and stipulations hereinafter and hereinbefore on their part set forth and contained, he will each year during the continuance of this contract well and truly pay or cause to be paid to the contractors, their successors or assigns the sum of twelve thousand five hundred dollars (\$12,500), which subsidy shall be payable as follows, that is to say:—

On the first day of July next following the date of these presents, the sum of three thousand five hundred dollars (\$3,500).

'On the first day of October ensuing, the sum of five thousand dollars (\$5,000), and at the close of navigation for the season hereinbefore defined, the balance payable of four thousand dollars (\$4,000); and so in like manner each year during the continuance of this contract; provided, however, that in the event of failure on the part of the contractors in any respect to perform the full service hereinbefore contracted to be performed, a proportionate deduction shall be made from the subsidy in respect of the

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service not performed; and provided further that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolutely binding, final and conclusive upon the contractors, their successors and assigns.

Period of contract.

4. 'This contract shall, unless sooner terminated in manner as hereinafter provided, remain in force and have effect until the thirty-first day of December one thousand nine hundred and ten, or until such time thereafter as the ice will not permit of the running of the steamers over the routes hereinbefore defined. It is, however, further provided and agreed that either of the parties of this contract shall have the right of terminating the same at any time during the continuance by giving six months' notice in writing to the other party to that effect, and in case this contract is so terminated the Crown shall not be held liable to damages.

Carriage of mails.

Clause 7 of the contract provides for the carriage of mails.

Description of steamers employed.

The steamers employed in this service are as follows :—

On the route between Charlottetown and Pictou,—

SS. *Northumberland*, built at Newcastle-on-Tyne, in 1891, of steel, and registered at Charlottetown, P.E.I., in the same year; length, 225 feet; breadth, 33 feet; depth, 20 feet; net tonnage, 519; gross tonnage, 1,255; capacity, 500; nominal horse-power, 350; speed, 15 knots.

On the route between Summerside and Point du Chene,—

SS. *Empress*, built at Newcastle-on-Tyne, in 1906, of steel, and registered at Charlottetown, P.E.I., in the same year; length, 235 feet; breadth, 34 feet; depth, 20 feet; net tonnage, 612; gross tonnage, 1,342; capacity, 650; 365 nominal horse-power; speed, 16½ knots.

Distances.

The distance between Charlottetown and Pictou is 52 miles; between Summerside and Point du Chene, 40½ miles.

Traffic returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows :—

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TRAFFIC RETURNS.

CHARLOTTETOWN AND PICTOU SERVICE.

Calendar Year.	Number of passengers carried.	Tons of freight carried.	Live stock.	Mails.		Subsidy paid.
1907.....	In.....4,412 Out.....4,450 Total....8,862	9,457 6,790 16,247	Not stated.	Not stated.		\$12,500—for both services.
				Lock Bags.	Tied Sacks.	
1908.....	In... ..9,676 Out .....,1,428 Total...11,104	10,430 7,828 18,258	340 1,947 2,287	1,292 1,065 2,357	1,818 427 2,255	\$12,500—for both services.

SUMMERSIDE AND POINT DU CHENE SERVICE.

1907	In.....13,267 Out.....15,868 Total...29,135	7,890 12,427 20,317	Not stated.	Not stated.		See above.
				Lock Bags.	Tied Sacks.	
1908.....	In .....,21,831 Out..... 7,409 Total...29,240	7,233 9,488 16,721	31 14,734 14,765	1,752 942 2,694	14,812 4,549 19,361	

193.

QUEBEC AND BLANC SABLON.

HOLLIDAY BROS.

This service was performed by Messrs. Holliday Bros. of Quebec, under terms of a contract bearing date June 17, 1907, and which expires on the close of navigation in the year 1911. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having on the opening of navigation on the River St. Lawrence, in the spring of the present year, that is to say, as soon as the ice did permit of the running of a boat over the said route, placed the steamer *King Edward* on the route between Quebec and Natashquan, on the north shore of the River St. Lawrence; and later, that is to say, during the month of May ultimo, did also place the steamer *Aranmore* on the said route, and will, with the said steamers or others of like capacity and equipment, approved by the minister, continue to carry on and maintain a regular service of five round voyages during each month of the remaining season of open navigation on the River St. Lawrence, and so in like manner during each year of the continuance of this contract, in manner as follows:—

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Ports of call.

'From Quebec to Esquimaux Point five round voyages each month, calling both ways on all trips at Les Escoumins, Manicouagan, Godbout, Point des Monts, Trinity Bay, Seven Islands, Moisie, Sheldrake, Thunder River, Magpie, River St. John, Long Point and Mingan; three of such trips each month to be extended during each season to Natashquan, with a further extension of one trip each month to Harrington, calling at way ports between Natashquan and Harrington, and in addition extending one trip each season to Blanc Sablon, also calling at intermediate ports.

'It is understood and agreed that the calls at Les Escoumins commenced early in the current month of June and are to be continued regularly thereafter whenever weather conditions and tide will permit, or when there is freight and passengers to land or embark at that place; and that the first trip to Natashquan and Harrington, calling at way ports as above, shall also be run during the current month of June, and shall be continued regularly as hereinbefore provided for.

Termination of contract.

2. 'The contract shall remain in force to the close of navigation in the year 1911.

Description of vessels employed.

3. 'The said steamer *King Edward* is guaranteed to be of four hundred tons gross measurement, with an average speed capacity of 12 knots per hour, with passenger accommodation for 30 saloon and 50 steerage passengers, and with a carrying capacity of from 1,500 to 2,000 barrels, lighted with electricity and classed A.1 at Lloyds. And the steamer *Aranmore* is in like manner guaranteed to be of eleven hundred and seventy tons gross measurement, like average speed, and with adequate accommodation for not less than 75 first-class, 20 second-class and 100 or more steerage or deck passengers.

Subsidy: \$20,000 per annum.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractor and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of twenty thousand dollars (\$20,000) per annum payable as follows, viz.: In each year during the continuance of the contract the sum of six thousand dollars (\$6,000) on the first day of July; six thousand dollars (\$6,000) on the first day of October; and the balance of eight thousand dollars (\$8,000) on the closing of navigation as hereinbefore defined;

Carriage of mails.

Clause 7 of the contract provides for the carriage of mails.

Description of Vessels Employed.

The SS. *King Edward* was built at Beverly in 1902, of steel and registered at Hull in the same year; length, 150 feet; breadth, 24 feet; depth of hold, 11 feet 1 inch; net tonnage, 155; gross tonnage, 450; 58 nominal horse-power; speed, 14 knots.

The SS. *Restigouche* was built at Port Glasgow in 1877, of iron, and registered at Quebec in 1903; length, 229 feet; breadth, 31 feet; depth of hold, 16 feet; net tonnage, 463; gross tonnage, 945; 150 nominal horse-power; speed, 12 knots.

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The SS. *Aranmore* was built at Dundee in 1890, of iron, and registered at Glasgow in the same year; length, 241·5 feet; breadth, 34·8 feet; depth, 15·7 feet; net tonnage, 500; gross tonnage, 1,170; 260 nominal horse-power.

The SS. *Savoy* was built at Montrose in 1895, of steel and registered at London in 1895; length, 129·9 feet; breadth, 25·2 feet; depth, 11·5 feet; net tonnage, 184; gross tonnage, 348; 53 nominal horse-power.

Distances.

The distance from Quebec to Natashquan is 510 miles; from Quebec to Harrington, 615 miles; from Quebec to Blanc Sablon, 720 miles.

Traffic Returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar year.	Number of passengers carried.	Tons of freight Carried.	Live stock.	Mails.		Subsidy paid.
1097.....	In.....1,070	6,300	Not stated.	Not stated.		\$20,000
	Out.....1,438	17,700				
	Total.... 2,508	24,000		Lock Bags.	Tied Sacks.	
1908.....	In .....1,532	940	..... 22	771	724	\$20,000
	Out.....1,163	9,240		922	724	
	Total ....2,695	10,180		1,693	1,448	

194.

QUEBEC AND GASPE BASIN.

BOUCHARD BROS.

This service is performed by Messrs. Bouchard Bros., of Quebec, under terms of a contract bearing date the 10th May, 1904, and which expires on the close of navigation in 1908. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of service—Ports of call.

1. ‘The contractors having on the opening of navigation on the River St. Lawrence in the spring of the present year, that is to say, as soon as the ice did permit of the running of a boat over the following route, place their steamer the *Gaspesian*, on the route between Quebec and Gaspé Basin, and will during the season of open navigation on the River St. Lawrence, that is to say, as long as the ice will permit of the running of a boat over the said route in each year during the continuance of this contract, carry on and maintain by means of the said steamer or by

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means of another of the same class acceptable to the minister, a regular service of two full round trips each month between Quebec and Gaspé Basin calling both ways, weather and water permitting, at Matane, Cape Chatte, St. Anne de Monts, Mont Louis, Grand Vallée, Chlorydomes, Fox River, Griffin Cove, L'Anse a Louise, Grande Greve, Douglastown, Gaspé Basin, and at the following places once each round trip, either on the up or down voyage, viz., St. Felicité, Mechin, Martin River, Claude River, St. Antoine, Little Magdalen, Cape Magdalen, Petite Vallée, Pte. Frigate, Pts. Seches, Grande Etang, Anse a Valeau, Pte. Jaune, Little Fox River, Cape Rosier, as well as such other port or ports, place or places, en route as the minister may from time to time direct.

Provision for change in service.

2. 'The minister may authorize any change or changes in the service as above defined as may not be in consistent with the terms of the vote providing for the payment of the subsidy.

Termination of contract.

3. 'This contract, unless sooner terminated under the provisions of section twenty, shall remain in force to the close of navigation, in the year one thousand nine hundred and eight.

Description of vessel employed.

4. 'The said steamer *Gaspesian* is warranted to be 160 feet long, 27 feet broad, 11 feet 3 inches depth of hold, and of a tonnage of not less than 490 gross and 287 tons net register, with a dead weight capacity of from 580 to 600 tons, with ample accommodation for the passengers, both first and second class, mails and freight to be conveyed over the route in question.

Subsidy, \$8,500 per annum.

5. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for Himself, His Heirs and Successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors, or assigns, a subsidy of eight thousand five hundred dollars (\$8,500) per annum, payable as follows, viz.: In each year during the continuance of this contract the sum of two thousand five hundred dollars (\$2,500) on the first day of July; three thousand dollars (\$3,000) on the first day of October, and the balance of three thousand dollars (\$3,000) on the closing of navigation as hereinbefore defined; provided, however, that it shall be after the close of the service during the current year, and during the further continuance of this contract at the option of the contractors to discontinue the calls hereinbefore specified at Matane, St. Felicité, Mechins, St. Antoine and Douglastown; and in case they so elect the subsequent subsidy payable during the balance of the time covered by this contract shall be at the rate of seven thousand five hundred dollars (\$7,500) per annum payable as follows: Two thousand five hundred dollars (\$2,500) on the first days of each of the months of July and October occurring during the further continuance of this contract, and a like sum of two thousand five hundred dollars (\$2,500) on the completion of each year's service as hereinbefore defined;

Carriage of Mails.

Clause 8 of the contract provides for the carriage of mails.

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Description of vessel employed.

The SS. *Gaspesian* above referred to was built at Wallsend of iron in 1874 and registered at Quebec in 1904 (formerly the *Warkworth*); length, 160 feet 8 inches; breadth, 27 feet; depth, 11 feet; net tonnage, 270; gross tonnage, 490; speed 10½ knots.

Distance.

The distance between Montreal and Gaspé is 620 miles.

Traffic returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar year.	Number of passengers carried.	Tons of freight carried.	Live stock.	Mails.	Subsidy paid.
1907... ..	2,275	2,200	Nil.	Nil.	\$8,500
1908..... .	2,225	2,295			\$8,500

195.

QUEBEC AND ISLE OF ORLEANS.

QUEBEC AND LÉVIS FERRY COMPANY, LTD.

This service is performed by the Quebec and Lévis Ferry Company, Limited, of Quebec, under terms of a contract bearing date November 1, 1908. The principal provisions of the contract, aside from those common to all contracts, are as follows:—

Ports of call—Frequency of service.

1. ‘The contractors being the owners of and having control of the steamer *Polaris*, a vessel of 532 tons gross register, with such adequate accommodation for both passengers and freight as is necessary for the service herein contracted for, will, as soon hereafter during the current month or during the month of December next, as may be necessary or required, place the same on a route between the city of Quebec and the Island of Orleans, and maintain therewith a service of at least four full round trips each week from and to the said ports or places and return during the time occurring between the closing of regular navigation in the present autumn, and the taking of the ice bridge between the said Island of Orleans and the mainland, and again in the ensuing spring from the time of the breaking up of the ice bridge and the resumption of regular navigation.

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Termination of service.

4. 'This contract shall, unless otherwise terminated under the provisions of section 5 hereof, or unless further extended for another year at the option of the minister, remain in force and have effect only until the said resuming of regular communication between the points named in the month of April next.

Subsidy: \$500.

6. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty, for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of five hundred dollars (\$500), payable on the completion of the service hereinbefore contracted for.

Description of vessel employed.

The SS. *Polaris* above referred to was built at Levis in 1883 of wood and registered at Quebec in the same year; length, 118 feet 5 inches; breadth, 31 feet 4 inches; depth, 16 feet 5 inches; net tonnage, 335; gross tonnage, 532; capacity, 450; 200 nominal horse-power; speed, 10 knots.

Distance.

The distance between terminal points is 5 miles.

Traffic returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar year.	Number of passengers carried.	Tons of freight carried.	Live stock.	Mails.	Subsidies paid.
1907.....	1,307	37	Nil.	Nil.	\$500
1908.....	In.....400	27	Nil.	Nil.	\$500
	Out.....400	30			
	Total 800	57			

196.

ST. CATHERINE'S BAY AND TADOUSAC.

JOSEPH SAMSON.

This service is performed by Joseph Samson, of Quebec, under terms of a contract bearing date November 15, 1907, and which expires May 15, 1908. The principal provisions, aside from those common to all contracts, are as follows:—

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Frequency of service.

1. 'The contractor, being the owner of or having control of the steam tug *Marie Josephine*, of one hundred and seventeen tons gross register, will, on the day and date first above written, place the same on service between St. Catherine's Bay and Tadoussac, both in the province of Quebec, and will therewith run regular daily trips between the said places, that is to say, will run at least two round trips, one in the forenoon and one in the afternoon, each and every day until the fifteenth day of May next following the date of these presents.

Period of contract.

2. 'This contract shall, unless otherwise terminated under the provisions of section 3 hereof, or unless further extended for another year at the option of the minister, remain in force and have effect only until the said fifteenth day of May next.

Carriage of mails.

Clause 4 of the contract provides for the carriage of mails.

Subsidy: \$2,500 per season.

9. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty, for himself, his heirs and successors, covenants with the contractor, his successors and assigns, that the contractor and his successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractor set forth and contained, he will well and truly pay or cause to be paid to the contractor, his successors or assigns a subsidy of two thousand five hundred dollars (\$2,500) payable as follows, viz.: One thousand dollars (\$1,000) on the first day of February next following the date hereof; one thousand dollars (\$1,000) on the first day of April next; and the balance of five hundred dollars (\$500) on the completion of the service herein contracted for, or as soon thereafter as funds are available for the purpose; and so in like manner for another similar season's service if continued at the minister's option under provisions of section two (2) hereof;

Description of vessel employed.

The *Marie Josephine* above referred to, was built at Rivière du Loup in 1891, of wood, and registered at Quebec in the same year; length, 88 feet 4 inches; breadth, 22 feet 8 inches; depth, 8 feet 2 inches; net tonnage, 80; gross tonnage, 117.

Distance.

The distance between St. Catherine's bay and Tadousac is two miles.

Traffic returns.

No statistics have been furnished and no claim presented by the contractor for services performed to December 31, 1907.

Subsidy paid.

The amount of subsidy paid for services rendered from November 15 to December 31, 1907, was nil.

During 1908 the subsidy paid was \$2,400. No traffic returns were furnished.

197.

ST. JOHN AND DIGBY.

DOMINION ATLANTIC RAILWAY COMPANY.

This service is run by the Dominion Atlantic Railway Company, of Kentville, N.S., under terms of a contract bearing date March 16, 1908, and which expires on March 31, 1909, the principal provisions, aside from those common to all contracts, being as follows:—

Period of contract.

1. 'The contractors will, on the first day of April next following the date of these presents, place their steamer the *Prince Rupert* on the route between the city of St. John, in the province of New Brunswick, and Digby, in the province of Nova Scotia, and will from that date carry on and maintain by means of the said steamer, or a substitute steamer of equal class and capacity, approved by the minister, for and during the period of one year from the said first day of April, a regular and uninterrupted service between the ports or places hereinbefore named, making full round daily trips from St. John to Digby and return to St. John (Sundays excepted), connecting each day with trains at St. John; and especially is it understood and agreed on the part of the contractors that on all trips from Digby to St. John the steamer shall arrive at St. John in ample time for passengers and mails westward bound to connect with the afternoon train via the Canadian Pacific Railway for Montreal.

Carriage of mails on extra trips.

2. 'It is understood and agreed that if during the continuance of this contract other trips are made than as above specified, all mails tendered shall be carried without any additional remuneration than the subsidy herein provided for.

Renewal of contract.

3. 'This contract shall remain in force and have effect for one year from the first day of April, as aforesaid, provided, however, that the same shall be subject to renewal or continuance for another year at the option of the minister.

Subsidy: \$20,000 per Annum.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty, for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of twenty thousand dollars (\$20,000), which subsidy shall be payable quarterly, that is to say, as follows:—

During the month of July next following the date of these presents five thousand dollars (\$5,000), or such portion thereof as shall have been earned on the basis of daily trips. On the first day of each of the months of October, January and April next following, a like sum of five thousand dollars (\$5,000), and a like subsidy payable in like manner for another years' services should the minister elect to continue this contract for another year as provided for in section three (3) as above.

Carriage of mails.

Clause 6 of the contract provides for the carriage of mails.

Description of vessels employed.

The steamers employed on the service are as follows:—

The SS. *Prince Rupert*, built at Dumbarton in 1894, of steel, and registered at London the same year; length, 268 feet; breadth, 32 feet 2 inches; depth of hold, 11 feet 6 inches; net tonnage, 620; gross tonnage, 1,158; 260 nominal horse-power; speed, 15 knots.

The SS. *Yarmouth*, built at Dumbarton in 1887, of steel, and registered at Yarmouth, N.S., in 1892; length, 226 feet 6 inches; breadth, 35 feet 2 inches; depth of hold, 11 feet 9 inches; net hold, 11 feet 9 inches; net tonnage, 725; gross tonnage, 1,452; 219 nominal horse-power; speed, 14 knots.

The SS. *Boston*, was built at Linthouse in 1890, of steel, and registered at Yarmouth, N.S., in 1892; length, 245 feet; breadth, 36·1 feet; depth.....; net tonnage, 734; gross tonnage, 1,695; 550 nominal horse-power.

Distance.

The distance given between St. John and Digby is 47 miles.

Traffic returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar year.	Number of passengers carried.	Tons of freight carried.	Live stock.	Mails.	Subsidies paid.
1907	27,068	21,285	Not stated.	Not stated.	\$16,245 29
1908.....	28,782	21,161	349	{ 2,093 lock bags. 8,413 tied sacks. }	19,935 90

ST. JOHN, DIGBY, ANNAPOLIS AND GRANVILLE.

VALLEY STEAMSHIP COMPANY, LTD.

This service is performed by the Valley Steamship Company, Limited, of Granville Ferry, N.S., under terms of a contract bearing date July 10, 1908, which expires on March 31, 1909. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of service—Ports of call.

1. ‘The contractors having prior to the first day of April last past, placed their steamer the *Granville*, a vessel 105 feet in length, 22 feet breadth, with a draught

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when loaded of 10 feet, having a carrying capacity equal to 1,000 barrels of cargo, and adequate passenger accommodation for 40 passengers, with a speed of 10 knots per hour, on a route between the port of St. John, in the province of New Brunswick, and the ports of Annapolis Royal and Granville Ferry, both in the province of Nova Scotia, and having since that date regularly run the said steamer weekly over the said route, will continue to so run during the continuance of this contract, calling on all trips both ways at Victoria Beach and Littlewoods wharf (opposite Goat island), and when tide and weather will permit will continue such trips to Granville Centre and Round Hill, with the privilege on the part of the contractors of further extending the route to Bridgetown, all in the province of Nova Scotia; it being understood and agreed, however, that during the winter months in case the ice will not permit the running of the vessel up the Annapolis basin and river, the trip from St. John shall be allowed to terminate at Digby.

Termination of contract.

2. 'This contract shall remain in force only until the 31st day of March, 1909, unless sooner terminated under the provisions of section 10 hereof, or unless continued for a further period of one year from that date at the option of the minister.

Subsidy: \$1,500 per Annum.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty, for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of one thousand five hundred dollars (\$1,500), payable one-quarter or the sum of three hundred and seventy-five dollars (\$375) on each of the first days of July, October, January and April, occurring during the continuance of this contract, and in like sums of three hundred and seventy-five dollars (\$375) each on the first days of July, October, January and April during the succeeding year, provided this contract is continued for that period at the option of the minister under the provisions of section 2 hereof.

Description of Vessel Employed.

The ss. *Granville*, above referred to, was built at Shelburne, N.S., in 1904, of wood, and registered at Yarmouth, N.S., in the same year; length, 97 feet; breadth, 21 feet 6 inches; depth of hold, 9 feet; net tonnage, 49; gross tonnage, 97; 30 nominal horse-power; speed, 10 knots.

Distances.

The distance between terminal ports is stated to be 75 miles.

Traffic Returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

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TRAFFIC RETURNS.

Calendar year.	Number of passengers carried.	Tons of freight carried.	Live stock.	Mails.	Subsidy.
1907.....	100	2,721	Nil.	Nil.	\$1,500
1908.....	131	3,119			\$1,500

199.

ST. JOHN, DIGBY, BEAR RIVER AND CLEMENTSPORT.

BEAR RIVER STEAMSHIP COMPANY.

This service is performed by the Bear River Steamship Company, Limited, of Bear River, N.S., under terms of a contract bearing date August 21, 1908. This contract expires on March 31, 1909. The principal provisions, aside from those common to all contracts, are as follows:—

Ports of Call.

1. 'The contractors being the owners of a steamer called the *Bear River*, with a carrying capacity of 1,000 barrels freight and 30 passengers, and with a speed of nine knots per hour, having on the first day of April last past placed the said steamer on a route between the port of St. John, in the province of New Brunswick, and Bear River and Clementsport, in the province of Nova Scotia, and having continued and will continue to maintain therewith a regular service between the said ports or places, calling on all trips both ways at Victoria Bridge and Digby, in the said province of Nova Scotia, with the privilege of also calling when wharf facilities are completed at Deep Brook, in the said province; it being understood and agreed that during the winter months when the ice prevents getting to Bear River the trips may terminate at either Victoria Bridge or Digby; and further, that trips to Clementsport may be omitted whenever tide and weather will not permit of a landing at that place, evidence of such inability to reach Bear River or to call at Clementsport to be furnished the minister in each case.

Frequency of Service.

2. 'The service hereinbefore described and on the part of the contractors agreed to be performed, shall be regular and uninterrupted; one round trip from St. John to the ports mentioned and return shall be run each week from the commencement of the service until the thirty-first day of March, in the year one thousand nine hundred and nine, unless sooner terminated in manner hereinafter provided, or unless continued at the option of the minister for another year from such date.

Subsidy: \$1,500 per Annum.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contrac-

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tors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of one thousand and five hundred dollars (\$1,500) per annum, payable in quarterly instalments of three hundred and seventy-five dollars (\$375) on the first days of the months of July, October, January and April occurring during the period of this contract, and so in like manner during the further continuance of this contract as hereinbefore provided;

Description of Vessel Employed.

The ss. *Bear River* was built at Shelburne, N.S., in 1905, of wood, and registered at Digby in the same year; length, 90 feet; breadth, 20 feet; depth of hold, 8 feet; registered tonnage, 71; speed, 9 knots.

Distances.

The distances are given as follows:—Bear River to Victoria Bridge, 4 miles; Victoria Bridge to Clementsport, 6 miles; Clementsport to Digby, 10 miles; Digby to St. John, 45 miles.

Traffic Returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar year.	Number of passengers carried.	Tons of freight carried.	Live stock.	Mails.	Subsidies paid.
1907.....	Nil.	2,487	Nil.	Nil.	\$1,500
1908.....		2,614			1,500

200.

ST. JOHN, DUBLIN AND BELFAST.

ULSTER STEAMSHIP COMPANY.

This service is performed under terms of a contract entered into on August 27, 1908, with the Ulster Steamship Company, Limited, of Belfast, Ireland, represented in Canada by Messrs. McLean, Kennedy & Company, of Montreal, who run what is known as the Head Line of steamers. It is a winter service only, sailing from St. John, N.B., to Belfast or Dublin at regular intervals, averaging two sailings each month until ten complete round trips have been run.

The principal provisions of the contract, aside from those common to all contracts, are as follows:—

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Period of Contract—Speed of Steamers—Calls at Other Ports.

1. 'The contractors, owning and controlling the steamships *Rathlin Head, Carrigan Head, Bray Head, Ramore Head, Inishowen Head, Bengore Head, Torr Head, Malin Head, Glen Head, Teelin Head, Dunmore Head, Howth Head* and *Glenarm Head*, of the Head Line, all of which are guaranteed as rating at Lloyds 100 A1, will, in the month of December next after the date of these presents, or earlier, place such of said steamers as may be necessary to fulfil the terms of this agreement, on a route between the port of St. John, N.B., and the ports of Belfast and Dublin in Ireland, and will maintain therewith during the winter season of 1908-9 a service averaging not less than two sailings each month between the said ports, sailing from Belfast or Dublin for St. John aforesaid and returning thereto, sailing from St. John at regular intervals on such fixed dates as may be sanctioned by the minister, such dates to be advertised at least twenty days in advance of sailings, until not more than ten round trips have been run and completed prior to the opening of navigation on the River St. Lawrence in the spring of 1909. Each of the said steamers while employed as aforesaid shall on all eastbound voyages be run at an average speed of not less than ten knots an hour, extraordinary conditions of weather excepted. It is understood and agreed that the said steamers are not to call at any intermediate or other port either on the westward or eastward voyages while employed under the terms of this contract, except when on westbound voyages at a port in Great Britain for bunkering purposes, or for cargo transportation to St. John's, Nfld., or to a Canadian port other than the port of St. John, N.B., aforesaid, the transportation of such cargo, and the calling at ports other than St. John, N.B., subject to revocation at the will of the minister; it being understood and agreed that the port of St. John, N.B., shall in all cases be the terminal port on all westbound voyages, and the last port of departure on all eastbound voyages.

Subsidy: \$7,500 per Season (10 voyages).

2. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for Himself, His Heirs and Successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns a subsidy at the rate of seven hundred and fifty dollars (\$750) for each round trip duly performed from Belfast and Dublin to St. John aforesaid and return therefrom to Belfast or Dublin, aggregating for the ten round trips hereinbefore referred to, the sum of seven thousand and five hundred dollars (\$7,500); such subsidy to be payable in two instalments, the first of three thousand dollars (\$3,000) on completion of four full round trips regularly run in compliance with the terms of this agreement, and the balance on the completion of the service contracted for.

Freight rates.

Clause 4 of the contract provides that freight rates shall be subject to the approval of the Minister.

Carriage of mails.

Clause 6 of the contract provides for the carriage of mails.

Description of vessels employed.

The steamers employed on this service during 1907 and 1908 were as follows:—
SS. *Inishowen Head* built at Belfast in 1886 of steel and iron and registered at the same place in the same year; length, 341 feet 6 inches; breadth, 40 feet 2 inches;

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depth, 26 feet 4 inches; net tonnage, 1,987; gross tonnage, 3,050; capacity, 228,679 cu. ft.; 309 nominal horse-power; speed, 11 knots.

SS. *Bengore Head* built at Glasgow in 1884 of iron and registered at Belfast in the same year; length, 324 feet; breadth, 37 feet 2 inches; depth, 17 feet 7 inches; net tonnage, 1,619; gross tonnage, 2,490; capacity, 182,418 cu. ft.; 260 nominal horse-power; speed, 10 knots.

SS. *Dunmore Head* built at Belfast in 1889 of steel and registered at the same place in the same year; length, 302 feet 4 inches; breadth, 40 feet 2 inches; depth, 19 feet 5 inches; net tonnage, 1,447; gross tonnage, 2,230; capacity, 165,117 cu. ft.; 258 nominal horse-power; speed, 10 knots.

No Cold Storage.

There is no cold storage on these steamers.

Distances.

The distance from St. John to Dublin is given as 2,550 miles; from St. John to Belfast, 2,500 miles.

Traffic Returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows :—

TRAFFIC RETURNS.

Calendar year.	Number of passengers carried.	Tons of freight carried.	Live stock.	Mails.	Subsidies paid.
1907.....	Nil.	26,039	Nil.	Nil.	\$4,500
1908....	Nil.	10,443	Nil.	Nil.	3,000

201.

ST. JOHN AND GLASGOW.

DONALDSON LINE.

This service is performed by Messrs. Donaldson Bros., of Glasgow, represented by their duly authorized agent, Mr. Robert Reford, partner of the firm of Robert Reford & Company, Limited, of Montreal, and is a winter service only, being run under terms of a contract bearing date February 3, 1908, for one season only. The principal terms of the contract, aside from those common to all contracts, are as follows :—

Period of Contract.

1. ‘The contractors owning and controlling the steamships *Concordia*, *Alcides*, *Lakonia*, *Tritonia* and *Salacia*, all of which are guaranteed by the contractors as rating at Lloyds 100 A1, will place such steamships, and if necessary in order to ful-

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fil the terms of this contract, other steamers of like class and capacity on a route between the port of Glasgow in Scotland and the port of St. John in the province of New Brunswick, and will maintain therewith during the winter season of 1908-09 a regular weekly service between the said ports, commencing in the month of November following the date of these presents, and continuing until not more than twenty complete round trips have been run prior to the 30th day of April, in the year 1909, sailing from and returning to each of the ports aforesaid at regular intervals, and on such fixed dates as may be sanctioned by the minister, such dates to be advertised at least twenty days in advance of sailings. Each of the said steamers while employed as aforesaid, shall be run at an average speed of not less than ten knots per hour, extraordinary weather excepted.

Subsidy; \$15,000 per season (20 Voyages.)

2. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of seven hundred and fifty dollars (\$750) for each round trip from Glasgow to St. John aforesaid and return therefrom to Glasgow, duly performed, aggregating for the twenty round trips, if run and fully completed under the terms of section 1 hereof, fifteen thousand dollars (\$15,000), or in like proportion for any lesser number of trips so run and completed prior to the 30th day of April aforesaid; such subsidy to be payable in three instalments; the first of seven thousand five hundred dollars (\$7,500) on the completion of ten full round trips regularly run in compliance with the terms of this agreement; the second at the above rate per round trip for all additional trips regularly run in compliance with the terms of this agreement prior to the first day of April aforesaid; and the balance on the completion of the service herein contracted for or as soon thereafter as funds are available for the purpose;

Freight rates.

Clause 4 of the contract provides that freight rates shall be subject to the approval of the Minister.

Carriage of Mails.

Clause 6 of the contract provides for the carriage of mails.
of the Minister.

Description of Vessels Employed.

The steamers employed in this service are as follows:—

SS. *Concordia* built at Whiteinch in 1881, of iron, and registered at Glasgow in same year; length, 319.6 feet; breadth, 41 feet; depth, 25.1 feet; net tonnage, 1,617; gross tonnage, 2,544; 296 nominal horse-power.

SS. *Alcides* built at Yoker in 1886 of steel, and registered at Glasgow in the same year; length, 340 feet; breadth, 42 feet; depth, 30 feet; net tonnage, 2,181; gross tonnage, 3,421; capacity, 4,250; 360 nominal horse power; speed 12½ knots.

SS. *Parthenia* built at Hartlepool in 1901 of steel and registered at Glasgow in the same year; length, 400 feet; breadth, 52 feet; depth, 29 feet 3 inches; net tonnage, 3,310; gross tonnage, 5,160; capacity, 7,550; 489 nominal horse power; speed, 12 knots.

SS. *Marina* built at Hartlepool in 1900 of steel and registered at Glasgow in the same year; length, 400 feet; breadth, 52 feet; depth, 29 feet 2 inches; net tonnage,

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3,322; gross tonnage, 5,204; capacity, 7,425; 510 nominal horse power; speed, 12 knots.

SS. *Cassandra* built at Greenock in 1906 of steel and registered at Glasgow in the same year; length, 455 feet; breadth, 53 feet 2 inches; depth, 29 feet; net tonnage, 4,726; gross tonnage, 7,396; capacity, 7,200; 862 nominal horse power; speed, 14 knots.

SS. *Lakonia* built at Govan in 1899 of steel and registered at Glasgow in the same year; length, 401 feet 7 inches; breadth, 49 feet 2 inches; depth, 28 feet; net tonnage, 3,046; gross tonnage, 4,686; capacity, 6,378; 520 nominal horse power; speed, 12½ knots.

SS. *Salacia* built at Whiteinch in 1895 of steel and registered at Glasgow in the year 1898; length, 390 feet; breadth, 46 feet; depth, 20 feet 6 inches; net tonnage, 2,636; gross tonnage, 4,134; capacity, 5,008; 501 nominal horse power; speed, 13 knots.

SS. *Kastalia* built at Govan in 1897 of steel and registered at Glasgow in the same year; length, 377 feet; breadth, 46 feet 6 inches; depth, 18 feet 8 inches; net tonnage, 2,562; gross tonnage, 4,039; capacity, 6,265; 395 nominal horse power; speed, 11 knots.

SS. *Athenia* built at Barrow in 1904 of steel and registered at Glasgow in the same year; length, 478 feet; breadth, 56 feet 6 inches; depth, 36 feet 6 inches; net tonnage, 5,113; gross tonnage, 9,080; capacity, 8,938; 855 nominal horse power; speed, 14 knots.

SS. *Tritonia* built at Partrick in 1893 of steel and registered at Glasgow in the same year; length, 389 feet; breadth, 46 feet 1 inch; depth, 28 feet; net tonnage, 2,720; gross tonnage, 4,272; capacity, 5,800; 411 nominal horse power; speed, 12 knots.

Distances.

The distance between St. John and Glasgow is given as 2,630 miles.

Traffic Returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar Year.	Number of passengers carried.	Tons of freight carried.	Live stock.	Bags Mails.	Subsidy paid.
1907.....	In.....1,764 Out.....91 Total....1,855	39,980 47,511 87,491	Not stated.	Not stated.	\$8,500
1908.....	In .. 462 Out 61 Total..... 523	26,452 55,690 82,142	251 6,207 6,458	11 11	\$14,250

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202.

ST. JOHN, HALIFAX AND LONDON.

FURNESS, WITHY AND COMPANY.

This service is run the year round by Messrs. Furness, Withy & Company, Limited, between St. John, N.B., Halifax, N.S., and London, and by the Canadian Pacific Railway Company between the months of November and April between St. John, N.B., and London, England, and calling on all eastbound voyages at Halifax, and on all westbound voyages at Antwerp.

The contract with Messrs. Furness, Withy & Company, Limited, bears the date March 18, 1908, and expires March 31, 1909. The principal provisions, aside from those common to all contracts, are as follows:—

Period of contract.

1. 'The contractors will, on the first day of April next following the date of these presents, place on the route between St. John, N.B., and London, G.B., calling on all voyages both outward and inward at Halifax, N.S., a sufficient number of steamers to run the service as hereinafter provided, and will with such steamers maintain until the thirty-first of March 1909 a regular service between the said ports, sailing from the terminal ports at regular intervals of not over fifteen days, or during the fruit-shipping season at intervals of ten days if so required by the minister.

Ventilated accommodation for fruit, dairy produce, &c.

2. 'The steamers while run under this contract shall be such as are approved by the minister, and no steamer shall be employed until sanctioned by the minister, and all such steamers shall be fitted with suitable accommodation for carrying perishable cargo, such as apples or other fruit, dairy produce, and other provisions without deterioration, with holds and 'tween decks provided with a thorough system of ventilation by means of the forced circulation of fresh air by electric or steam fans in such manner as to secure a uniform cool temperature. The intakes for fresh air shall be protected by contrivances for that purpose similar to the 'Gibbs' steamship ventilators, so as to be operated in all weathers without permitting water, spray or other dampness being taken into any place where cargo is carried, and such ventilating appliances shall be operated at all times when cargo is on board. At least one of the steamers so employed shall be equipped with a refrigerating plant for the forced circulation of cool air through places where tender or early varieties of apples are carried, the space to be so cooled to be equal to from twenty-five thousand to forty thousand feet. Temperature to be maintained at between 50 and 55 degrees Fahrenheit.

Carriage of fruit.

3. 'The steamers while so employed shall not carry in any hold, or between any decks more than five tiers of barrels of apples or other fruit except they be stowed in such manner and with such dunnage as will relieve any tier from the weight of more than four other tiers.

4. 'The handling, loading, stowing and unloading of any fruit carried by said vessel shall be subject to and under the supervision of any officer appointed for that purpose should the minister deem it desirable.

Speed of steamers when carrying fruit.

5. 'The steamers when carrying fruit shall be run at an average speed of not less than twelve knots per hour.

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Subsidy: \$25,000 per season.

6. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of twenty-five thousand dollars (\$25,000), payable as follows:—

'The sum of twelve thousand five hundred dollars (\$12,500) on the first day of October next after the date of these presents; and the balance of twelve thousand five hundred dollars (\$12,500) on the completion of the service on the first day of April, 1909.

Freight rates.

Clause 8 of the contract provides that freight rates shall be subject to the approval of the minister.

Carriage of mails.

Clause 10 of the contract provides for the carriage of mails.

Description of vessels employed.

The steamers employed in this service during 1908 were as follows:—

SS. *St. John City*, built at Linthouse in 1891 of steel and registered at West Hartlepool in 1903; length, 305 feet; breadth, 39 feet; depth, 23 feet 3 inches; net tonnage, 1,412; gross tonnage, 2,265; capacity, 3,400; 306 nominal horse-power; speed, 12 knots.

SS. *Almeriana*, built at Middlesbrough in 1889 of steel and registered at West Hartlepool in 1906; length, 324 feet 8 inches; breadth, 402 feet; depth, 25 feet 1 inch; net tonnage, 1,824; gross tonnage, 2,906; capacity, 4,000; 349 nominal horse-power; speed, 12 knots.

SS. *Canadia*, built at Hamburg, in 1889, of steel; length 302·4 feet; breadth 40·1 feet; depth, 23·7 feet; net tonnage, 1,525; gross tonnage, 2,413; capacity, 3,560 tons; nominal horse-power, 233; speed, 12 knots.

SS. *Ulunda*, built at Linthouse in 1885, of iron, and registered at Hartlepool, W., in 1898; length, 275 feet; breadth, 35 feet; depth, 23 feet; net tonnage, 1,906; gross tonnage, 1,717; 200 nominal horse-power.

SS. *Tabasco*, built at Sunderland in 1895, of steel, and registered there in the same year; length, 331·6 feet; breadth, 41·7 feet; depth, 26 feet; net tonnage, 1,913; gross tonnage, 2,987; 360 nominal horse-power.

SS. *Kanawha* built at Linthouse in 1893, of steel, and registered at Liverpool in the same year; length, 370 feet; breadth, 44 feet; depth, 28 feet 6 inches; net tonnage, 2,488; gross tonnage, 3,884; capacity, 5,500; 491 nominal horse-power; speed, 12½ knots.

SS. *Rappahannock*, built at Linthouse in 1893, of steel, and registered at Liverpool in the same year; length, 370 feet; breadth, 44 feet; depth, 28 feet 6 inches; net tonnage, 2,490; gross tonnage, 3,884; capacity, 5,500; 485 nominal horse-power; speed, 12½ knots.

SS. *Shenandoah*, built at Linthouse in 1893, of steel, and registered at Liverpool in the same year; length, 370 feet; breadth, 44 feet; depth, 28 feet 6 inches; net tonnage, 2,492; gross tonnage, 3,886; capacity 5,500; 491 nominal horse-power; speed, 12½ knots.

SS. *Florence*, built at Sunderland in 1889, of steel, and registered at West Hartlepool in 1902; length, 293 feet 5 inches; breadth, 40 feet 2 inches; depth, 18 feet 5 inches; net tonnage, 1,609; gross tonnage, 2,492; capacity, 3,700; 220 nominal horse-power; speed, 12 knots.

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Cool air accommodation for Perishable Cargo.

The steamers, as shown under the terms of the contract, are fitted with suitable accommodation for carrying perishable cargo, with holds and 'tween decks provided with a thorough system of ventilation by means of the forced circulation of fresh air by electric or steam fans, in such manner as to secure uniform cool temperature.

Distance.

The distance between St. John, N.B., and London, Eng., is 2,900 miles.

Traffic returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar Year.	Number of passengers carried.	Tons of freight carried.		Live stock.	Mails.	Subsidy paid.
1907	17	172,358		Not Stated.	Not stated.	\$19,250
1908. {	In. 3	Weight.	Meast.	Nil.	Nil.	\$25,000
	Out 59	28,010	17,563			
			27,899	83,842			651
Total... ..	62	55,909	101,405	651		

ST. JOHN HALIFAX AND LONDON.

(WINTER SERVICE). CANADIAN PACIFIC RAILWAY COMPANY.

The contract with the Canadian Pacific Railway Company bears date October 7, 1908, and expires on April 30, 1909; the principal provisions of which, aside from those common to all contracts, are as follows:—

1. 'The contractors shall during the month of November next following the date of these presents establish a service between the city or port of St. John, in the province of New Brunswick, and the port of London, in England, by their steamers the *Mount Temple* of 6,661 tons net register, the *Montreal* of 5,552 tons net register, the *Montezuma* of 5,358 tons net register and the *Lake Michigan* of 5,340 tons net register, and will maintain and continue to maintain by means of the said steamers, or with such other steamers as may be approved by the minister, a regular service between the cities and ports aforesaid, sailing from and returning to each of the terminal ports of St. John and London aforesaid at regular intervals and at such fixed dates as may be sanctioned by the minister, and calling on all eastbound voyages at the port of Halifax in the province of Nova Scotia, and calling on all westbound voyages at the port of Antwerp in Belgium; the service to commence from London on the twelfth day of November next: and will on the return voyage sail from St. John on or about the ninth day of December proximo, and continue until the 30th day of

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the month of April, 1909, during which time there shall be run ten full round voyages; it being understood, however, that the minister may authorize any change or changes in the service as above defined as may not be inconsistent with the vote providing for the payment of the subsidy.

Cold storage.

2. 'The contractors covenant and agree that the steamers hereinbefore mentioned or any substitute steamers run in lieu thereof shall be fitted with such sufficient cold storage appliances and space as may be required for the proper storage and conservation of any perishable cargo carried thereon, as well as with complete and adequate ventilating shafts and machinery for the proper ventilation of all space in which may be stowed or carried fruit, vegetables or similar cargo requiring a constant supply of cool air, and that such cold storage and ventilating plant shall be in constant operation while perishable cargo, fruit or vegetables, requiring same is on board, and that the temperature in the space occupied by such cargo shall during each and all voyages be kept uniform and at such degree as may be satisfactory to the minister.

Subsidy, \$15,000 for 10 round trips.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns a subsidy at the rate of fifteen hundred dollars (\$1,500) for each round trip run and completed within the time hereinbefore specified, not, however, to exceed ten such trips; payable on the first day of April next following the date hereof for all trips run and completed prior to that date; and the balance on the completion of the service or as soon thereafter as funds are available for the purpose.

Freight rates

Clause 5 of the contract provides that freight rates shall be approved by the minister.

Description of steamers employed.

The steamers employed in this service during the seasons 1907 and 1908 were as follows:—

The SS. *Montrose*, built at Middlesbrough in 1897, of steel and registered at London the same year; length, 444 ft. 3 in.; breadth, 52 ft.; depth of hold, 27 ft. 5 in.; net tonnage, 3,968; gross tonnage, 6,278; dead weight carrying capacity, 8,220 tons; 632 nominal horse-power; speed, 12 knots.

The SS. *Lake Michigan*, built at Wallsend in 1902, of steel and registered at Liverpool the same year; length, 469 ft. 5 in.; breadth, 56 ft. 2 in.; depth of hold 31 ft. 9 in.; net tonnage, 5,340; gross tonnage, 8,200; dead weight carrying capacity, 10,480 tons; 722 nominal horse-power; speed, 12 knots.

The SS. *Mount Temple*, built at Walker-on-Tyne, in 1901, of steel and registered at Liverpool the same year; length, 485 ft.; breadth, 59 ft.; depth of hold, 30 ft. 4 in.; net tonnage, 6,661; gross tonnage, 8,790; dead weight carrying capacity, 11,200 tons; 694 nominal horse-power; speed, 12 knots.

SS. *Montezuma*, built at Linthouse in 1899, of steel and registered at Liverpool in the same year; length, 485 ft.; breadth, 59 ft.; depth, 30 ft. 5 in.; net tonnage, 5,358; gross tonnage, 8,360; capacity, 10,900; 630 nominal horse-power; speed, 12 knots.

SS. *Montreal*, built at Wallsend in 1900, of steel and registered at Liverpool in the same year; length, 469 ft. 5 in.; breadth, 56 ft. 2 in.; depth, 31 ft. 9 in.; net tonnage, 5,552; gross tonnage, 8,664; capacity 10,600; 702 nominal horse-power; speed, 12 knots.

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Distances.

The distance between London and St. John via Antwerp is given as 3,200 miles; between St. John and London via Halifax, 2,959 miles. These distances are approximate.

Traffic returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar Year.	Number of passengers carried.	Tons of freight carried.	Live stock.	Mails.	Subsidy paid.
1907.....	In 8,212 Out 4,197	39,328 61,123	Not stated.	Not stated.	\$15,000
Total.....	12,409	100,451			
1908.....	In 6,492 Out 14	33,241 71,654	8,033	Nil.	\$15,000
Total....	6,506	104,695	8,033		

203.

ST. JOHN AND HALIFAX VIA YARMOUTH.

WILLIAM THOMSON & COMPANY.

This service is performed by Messrs. William Thomson & Company, of St. John, N.B., under terms of a contract bearing date February 1, 1904, and which expires on December 31, 1908. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of service.

1. 'The contractors having on January 14 last, placed the steamer *Senlac*, of 687 tons net register and 1,010 tons gross register, with a speed of 12½ knots, upon the route between St. John, in the province of New Brunswick, and Halifax, in the province of Nova Scotia, will carry on and maintain by means of the said steamer a regular service between St. John and Halifax, calling both going and returning at Yarmouth, Barrington, Shelburne, Lockeport, Liverpool and Lunenburg, all in the province of Nova Scotia, once in each seven days, that is to say, making a round trip in seven days, until December 31, in each year during the continuance of this contract.

Provisions for changes in service.

2. 'The minister may authorize any change or changes in the service as above defined as may not be inconsistent with the vote governing the payment of the subsidy.

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Uninterrupted continuation of service.

3. 'The service herein contracted for is to continue uninterruptedly in manner hereinbefore set forth, wind, weather, ice or fog or other *force majeure* permitting, but no subsidy shall be claimed or paid for any trip otherwise missed.

Termination of contract.

4. 'This contract unless sooner terminated under the provisions of section 19 hereof, shall remain in force until December 31, 1908.

Subsidy: \$10,000 per annum.

5. 'Subject to further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy not exceeding ten thousand dollars (\$10,000), such subsidy to be payable quarterly, viz., two thousand five hundred dollars (\$2,500) on the first days of April, July and October, and the balance of two thousand five hundred dollars (\$2,500) on the completion of the service on the thirty-first day of December, 1904;

Carriage of mails.

Clause 7 of the contract provides for the carriage of mails.

Description of vessel employed.

The steamer employed in this service is SS. *Senlac*; length, 200 feet; breadth, 33 feet; depth, 12 feet; net tonnage, 624; gross tonnage, 1,014; 66½ nominal horsepower; speed, 11 knots.

Distance.

The distance between St. John and Halifax is given as 320 miles.

Traffic returns.

The traffic during the years 1907 and 1908 is stated by the contractors to be as follows :—

TRAFFIC RETURNS.

Calendar Year.	Number of passengers carried.		Tons of freight carried.	Live stock.	Mails.		Subsidy paid.
1907.....	In	216	12,140	Not stated.	Not stated.		\$7,884.61
	Out	205	6,310				
Total.....		421	18,450		Bags.	Sacks.	
1908.....	In	484	4,391	22	34	—	\$10,000
	Out	569	7,655	60	65	96	
Total.....		1,053	12,046	82	99	96	

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204.

ST. JOHN, N.B. AND MARGARETVILLE, PORT LORNE, PORT GEORGE,
HARBOURVILLE AND MORDEN.

MARGARETVILLE STEAMSHIP COMPANY.

This service is performed by the Margaretville Steamship Company, of Margaretville, N.S., under terms of a contract bearing date August 8, 1908, and which expires on the close of navigation in 1908. The principal provisions, aside from those common to all contracts, are as follows:—

Ports of call—Frequency of service.

‘The contractors, being owners of and having control of the steamer *Ruby L.*, a vessel of 118 tons gross register, with such adequate accommodation for both passengers and freight as is necessary for the service herein contracted for, and having on the first of March last placed the said steamer on a route between the port of St. John, in the province of New Brunswick, and Margaretville, in the province of Nova Scotia, and will therewith continue to carry on and maintain a regular weekly service between the said ports until the closing of navigation, that is to say, until ice and weather conditions will not permit of the running of a steamer over the said route in the autumn next following the date of these presents, prior to which time at least forty full round trips shall have been run, calling on all trips both ways at Port Lorne, Port George, Morden, Harbourville and Hall’s Harbour.

Termination of service.

2. ‘This contract shall remain in force only until the close of navigation as hereinbefore defined, unless continued for another season at the option of the minister, who hereby reserves the right to exercise such option.

Carriage of mails.

Clause 3 of the contract provides for the carriage of mails.

Subsidy: \$2,500 per annum.

9. ‘Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of twenty-five hundred dollars (\$2,500) per annum, payable as follows: Say in the month of July next preceding the date of these presents the sum of one thousand two hundred and fifty dollars (\$1,250), and at the close of navigation in the present season twelve hundred and fifty dollars (\$1,250) or so much thereof as may have been earned on the basis of not less than forty full round trips during the year; and so in like manner for a subsequent year if the service is continued under the minister’s option as above provided.

Description of vessel employed.

SS. *Ruby L.* was built at Margaretville, N.S., of wood, in 1907, and registered at Annapolis Royal, N.S., in the same year; length, 90 feet; breadth, 20 feet; depth, 8½ feet; net tonnage, 49; gross tonnage, 119; nominal horse-power, 16½; speed, 9 knots.

Distances.

The distance between Margaretville and St. John via intermediate ports is 50 miles; between St. John and Margaretville via Harbourville is 64 miles.

Traffic returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar year.	Number of passengers carried.	Tons of freight carried.	Live stock.	Mails.	Subsidies paid.
1907.....	149	2,300	Nil.	Nil.	\$1,350
1908.....	610	1,260			\$2,500

205.

ST. JOHN AND MINAS BASIN PORTS.

WILLIAM R. POTTER.

This service is performed by William R. Potter, of Canning, N.S., under terms of a contract bearing date March 25, 1908, and which expires on the close of navigation, 1908. The principal provisions, aside from those common to all contracts, are as follows:—

Ports of call—Frequency of service.

1. ‘The contractor will, at the earliest opening of navigation in the present year, that is to say, as soon as the ice will permit of the running of a steamer over the route hereinafter named, place his steamer the *Brunswick* on the route between the city of St. John in the province of New Brunswick, and the ports of Spencer’s island, Canning, Wolfville, Parrsboro, Kingsport, Maitland and Bass river, all situate on the Basin of Minas or on the waters contiguous thereto in the province of Nova Scotia, and will carry on and maintain by means of the said steamer *Brunswick*, a regular weekly service between the city of St. John and all and several the ports named, and returning therefrom to the said city of St. John, with the exception that the service to the ports of Maitland and Bass river shall be fortnightly instead of weekly; such service to continue uninterruptedly until the close of navigation on the route named, during which time not less than thirty-two full round trips from the city of St. John shall have been performed to and from all the ports hereinbefore named, with the exception of the ports of Maitland and Bass river, to and from which not less than sixteen full round fortnightly trips shall be performed. It is, however, agreed and understood that the port of Windsor shall be substituted in lieu of Wolfville as a port of call, if so required by the minister.

Period of contract.

2. ‘This contract shall remain in force until the close of navigation in the year 1908, unless sooner terminated under the provisions of section 17 of this contract.

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Subsidy: \$3,000 per annum.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty, for himself, his heirs and successors, covenants with the contractor, his successors and assigns, that the contractor and his successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractor set forth and contained, he will well and truly pay or cause to be paid to the contractor, his successors or assigns a subsidy of three thousand dollars (\$3,000), such subsidy to be payable as follows: On the first day of September the sum of fifteen hundred dollars (\$1,500), and the balance of fifteen hundred dollars (\$1,500), on the completion of the service herein contracted to be performed in each year during the continuance of this contract.

Carriage of mails.

Clause 5 of the contract provides for the carriage of mails.

Description of vessel employed.

The SS. *Brunswick* above referred to, was built at Canning, N.S., in 1901, of wood, and registered at Windsor, N.S., in 1902; length, 110 feet; breadth, 23 feet; depth of hold, 8 feet 7 inches; net tonnage, 73; gross tonnage, 184; 42 nominal horse power.

Distance.

The distance between terminal ports is given as 164 miles.

Traffic returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar year.	Number of passengers carried.	Tons of freight carried.		Live stock.	Mails.	Subsidy paid.
1907.....	383	Not stated.		Not stated.	Not stated.	\$3,000
		Wght.	Measmt			
1908.....	240	1,260	1,450	5	Nil.	\$3,000

ST. JOHN AND PORTS IN CUMBERLAND BASIN.

No contract has been entered into for this service between St. John and ports in Cumberland Basin, and no service was run during the year 1908 under this vote.

207.

ST. JOHN, WESTPORT AND OTHER WAY PORTS.

INSULAR STEAMSHIP COMPANY, LTD.

This service is performed by the Insular Steamship Company, Limited, of Westport, N.S., under terms of a contract bearing date July 10, 1908, and which expires on March, 31, 1909. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of service and ports of call.

1. 'The contractors having prior to the first day of April last placed their screw steamer, the *Westport III.*, a vessel of 101 feet in length, 21 feet breadth and of a depth of 9 feet, of a gross registered tonnage of one hundred and forty tons, with adequate passenger accommodation and cabins for both gentlemen and ladies, on a route between St. John, in the province of New Brunswick, and Westport and Yarmouth, in the province of Nova Scotia, and including trips already run since the first day of April last past, will, prior to the thirty-first day of March next following the date of these presents, run the said steamer not less than forty-four regular trips between the said ports and return, calling on each trip both ways at Freeport, Tiverton, Little River, Mink Cove, Sandy Cove, Weymouth and Meteghan, unless ice prevents, on which last named date this contract shall determine and cease to be in force, unless sooner terminated under the provisions of section 9 hereof, or unless continued for another year from such last named date on like terms and conditions at the option of the minister.

Subsidy: \$1,500 per annum.

2. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of one thousand and five hundred dollars (\$1,500) payable in sums of three hundred and seventy-five dollars (\$375) during each of the months of July, October, January and April next following the date of these presents, and so in like manner during any continuance of this contract as hereinbefore provided;

Description of vessel employed.

The SS. *Westport III.*, above referred to, was built at Shelburne, N.S., in 1903, of wood and registered at Yarmouth, N. S., in the same year; length, 101 feet; breadth, 21 feet 3 inches; depth of hold, 9 feet; net tonnage, 49; gross tonnage, 140; 24 nominal horse-power; speed, 10 knots.

Distances.

The distance between St. John and Yarmouth, via Tiverton, is 100 miles, between Westport and Weymouth, 32 miles.

Traffic returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

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TRAFFIC RETURNS.

Calendar year.	Number of passengers carried.	Tons of freight carried.	Live stock.	Mails.	Subsidy paid.
1907	1,800	1,790	Nil.	Nil.	\$1,500
1908.....	2,198	2,600			\$1,500

208.

ST. JOHN, HALIFAX, WEST INDIES AND SOUTH AMERICA.

PICKFORD & BLACK.

There are two services run under this vote, viz., from St. John and Halifax to Georgetown, Demerara; and from Halifax to Jamaica via Bermuda.

The Demerara service is run under terms of a contract entered into with Messrs. Pickford & Black, of Halifax, N.S., bearing date June 20, 1906, and which expires on June 30, 1910. The principal provisions, aside from those common to all contracts, are as follows :—

Period of contract.

1. 'The contractors shall, on the first day of July next after the date of these presents, place upon the route between the port of St. John, in the province of New Brunswick, and the port of Halifax, in the province of Nova Scotia, as ports of departure in the Dominion of Canada, and Georgetown, in British Guiana, as the port of arrival, a sufficient number of steamers of the class and description hereinafter defined in clause 4, to perform, and with the said steamers, will, for the space of four years from that date, perform the following service :—

Frequency of sailings.

Sailing one vessel in each twelve days from the port of St. John, in the province of New Brunswick, to the port of Halifax, in Nova Scotia, and thence on the first trip to Georgetown, in British Guiana, making the trip within fourteen days, calling on the first voyage and each alternate south-bound trip at the following ports in the order named, viz.:

Ports of call.

1. Hamilton, in Bermuda; 2. Basseterre, in St. Kitts; 3. St. John, in Antigua; 4. Roseau, in Dominica; 5. Bridgetown, in Barbados; 6. Port of Spain, in Trinidad.

And upon the return voyage from Georgetown, in British Guiana, to Halifax and St. John, calling at :

1. Port of Spain in Trinidad; 2. Bridgetown, in Barbados; 3. Castries, in St. Lucia; 4. Roseau, in Dominica; 5. St. John, in Antigua; 6. Basseterre, in St. Kitts; 7. Hamilton, in Bermuda.

And calling on the following or second trip every alternate southbound trip at:

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1. Hamilton, in Bermuda; 2. Plymouth, in Montserrat; 3. Castries, in St. Lucia; 4. Kingstown, in St. Vincent; 5. Bridgetown, in Barbados; 6. Port of Spain, in Trinidad;

And upon the return voyage from Georgetown in British Guiana, calling at—

1. Port of Spain, in Trinidad; 2. Bridgetown, in Barbados; 3. Kingstown, in St. Vincent; 4. Castries, in St. Lucia; 5. Roseau, in Dominica; 6. Plymouth, in Montserrat; 7. St. John, in Antigua; 8. Basseterre, in St. Kitts; 9. Hamilton in Bermuda.

The order of calling as above not to be altered except with the previous consent of His Majesty's government and of the Canadian government.

Provisions for reversion to fortnightly service.

The two governments to have the right at any time to require the contractors to revert to the heretofore existing fortnightly service on giving six months' notice of such requirement, that is to say: sailing every fourteen days from St. John for Halifax and calling on the first and each alternate southbound trip at Bermuda, St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada to Port of Spain in Trinidad; and upon the return voyage from Trinidad to Halifax or St. John to call at the same ports in the inverse order as given above; and on the next following and each alternate trip to sail from St. John and Halifax for Georgetown in British Guiana, calling on all voyages at Bermuda, St. Lucia and Barbados to Port of Spain in Trinidad, making the voyage within eleven days, and thence continuing to Georgetown in British Guiana, calling at Scarborough in Tobago, completing the trip within fourteen days; and upon the return voyage from Georgetown in British Guiana to Halifax or St. John, calling at the following ports in order as follows: Tobago, Trinidad, Barbados, St. Vincent, St. Lucia, Dominica, Montserrat, Antigua, St. Kitts and Bermuda; and continuing trips as defined alternately to Port of Spain in Trinidad and Georgetown in British Guiana, sailing from St. John and Halifax at regular intervals of fourteen days each.

Requirements of contract apply equally to 12 and 14 day services.

2. 'It is understood and agreed that all other specifications and requirements in this contract contained shall apply equally to the twelve-day service or to the fortnightly service should it be reverted to.

Time-tables.

3. 'Subject to the provisions hereinafter contained, every steamer making any voyage as hereinbefore defined shall commence and complete the same and shall arrive at and leave the said intermediate ports respectively at such times as shall be specified in a time-table to be previously submitted by the contractors and approved by the minister; and each southbound voyage shall be completed within fourteen days of its commencement under a penalty as hereinafter defined for each day or part of a day in excess of the fourteen days to be occupied in such voyage. Before the commencement of the service the contractors shall furnish the draft of the said time-table to the minister for his approval, and when the same shall have been so approved the contractors shall publish it at such times and places and in such manner as the minister may from time to time require. During the continuance of this contract no alterations shall be made in the said time-table unless the same shall have been approved in writing by the minister and published at such times and places and in such manner as he may require.

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Register, speed, accommodation, &c., of vessels employed.

4. 'The steamers employed in this service shall be British vessels of not less than 1,000 tons register, and shall be good, substantial and efficient steam vessels of adequate power and speed, and supplied with first-rate proper steam engines, and in all respects suited to the performance of the service, and shall be capable of maintaining and shall maintain, when employed on this service, an average speed of not less than ten knots an hour, and shall also be provided with proper accommodation for at least forty first-class passengers and such second-class and deck passengers as the traffic may require, and shall be fitted with all necessary appliances for the reception, stowage and carriage of the cargo.

Carriage of mails.

Clause 6 of the contract provides for the carriage of mails.

Freights and passenger rates.—Cargo and passenger lists, logs and sailing charts, customs certificates, &c.

10. 'The contractors shall submit for the approval maximum rates for passengers and freight to and from the West Indies to the Government of Canada and to the Secretary of State for the Colonies, and shall carry on each steamer running under this contract according to its capacity, both on outward and homeward voyages, all freight and passengers which may be reasonably offered or obtained, and at such tariff rates both as to passengers and freights so submitted and approved. No discrimination shall be made as regards rates or otherwise, directly or indirectly, against Canadian, British or British West Indian merchants and shippers, who shall always have preference for freight and goods over all other merchants and shippers; and the contractors shall immediately upon the completion of each trip furnish to the minister full and complete copies of the manifests of the cargo and passenger lists carried on the said steamer performing such trip on its outward and homeward voyages, certified by the proper officers of customs, as well as copies of the logs and sailing charts duly certified by the master of the steamer, and also such other documents, information and evidence as may be reasonably required by the minister to show the volume, extent and value of the trade carried on by the said steamers, and such other customs certificates, documents and evidence as may be necessary or as may be reasonably required by the minister to prove the performance of the services herein contracted for, and to enable the minister to judge as to whether this contract is being carefully and faithfully carried out and performed; and the furnishing of such certificates, documents and information and evidence, as hereinbefore specified, shall be a condition precedent to the payment of the subsidy hereinafter provided for or any portion thereof; a further return of the passengers and freight carried each way to be furnished annually by the contractors, for the information of His Majesty's government and of the government of Canada.

No calls to be made in United States.

12. 'The steamers employed in carrying out the provisions of this contract shall not on any of their voyages either outwards or homewards call at any port in the United States of America.

Extra cargo steamers.

16. 'An extra cargo steamer, or extra cargo steamers, to meet the requirements of the trade shall be provided by and at the cost of the contractors during the crop time in the West Indies, if sufficient cargo is afforded, to run from the West Indian Islands served under this contract, and also from the Island of Nevis to Halifax.

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Substitutes for disabled steamers.

17. 'It is understood that if either of the said steamers shall be, by peril of the sea or other unavoidable casualty, destroyed or temporary disabled from performing the voyages herein agreed to be performed according to the true intent and meaning of these presents, the contractors may in such case, as soon as reasonably may be having regard to the circumstances, replace the said steamer by another of equal class, speed, equipment, character and capacity to the satisfaction and approval of the minister, in case the said steamer has been only temporary disabled, and continue the service herein contracted for with such substituted or repaired steamer with as little delay as possible under all circumstances; provided, however, that there shall be no payment of any subsidy in respect of any voyage not actually performed.

Subsidy, \$65,700 per annum.

18. 'And His Majesty for himself, his heirs and successors, hereby covenants to and with the contractors, their executors, administrators and assigns, that the said contractors, well and faithfully performing all and every the covenants, agreements and stipulations hereinbefore and hereinafter set forth and contained, will well and truly pay or cause to be paid to the contractors, their heirs, administrators or assigns during the continuance of this contract, an annual subsidy of the sum of sixty-five thousand and seven hundred dollars (\$65,700) from and out of the consolidated fund or other proper moneys of the Dominion of Canada, and the further sum of sixty-five thousand and seven hundred dollars (\$65,700) out of the moneys provided by His Majesty's government (should the same be furnished to the government of the Dominion of Canada for such purposes, but not otherwise), payable as follows: On the last day of each month during the continuance of this contract, the sum of five thousand four hundred and seventy-five dollars (\$5,475) and a further sum of the same amount, provided the same be provided by His Majesty's government for the purpose as above mentioned, provided, however, that no such payment shall be made until it is shown to the satisfaction of the minister that all trips called for by the contract up to that time have been well and properly performed.

Description of vessels employed.

The ss. *Orinoco* was built at Flushing, of steel, in 1888, and registered at London in 1901; length, 319 ft. 9 in.; breadth, 36 ft. 7 in.; depth of hold, 23 ft. 2 in.; net tonnage, 1,550; gross tonnage, 2,486; capacity, 2,100; 57 nominal horse-power; speed, 11 knots.

The SS. *Olenda* was built at Whiteinch, of steel, in 1898, and registered at Liverpool in 1900; length, 345 ft.; breadth, 42 ft. 2 in.; depth of hold, 23 ft.; net tonnage, 2,005; gross tonnage, 3,171; capacity, 3,800; 300 nominal horse-power; speed, 10 knots.

SS. *Dahome*, built at Wallsend in 1891, of steel, and registered at Hartlepool in 1898; length, 300 ft. 6 in.; breadth, 41 ft.; depth, 21 ft. 6 in.; net tonnage, 1,552; gross tonnage, 2,470; capacity, 2,400; 333 nominal horse-power; speed, 11 knots.

SS. *Oruro*, built at Glasgow in 1878, of iron, and registered at London in 1879; length, 301 ft. 5 in.; breadth, 33 ft. 2 in.; depth, 25 ft. 1 in.; net tonnage, 1,249; gross tonnage, 1,919; capacity, 1,700; 233 nominal horse-power; speed, 11 knots.

SS. *Ocamo*, built at Glasgow in 1877, of iron, and registered at London in the same year; length, 300 ft. 1 in.; breadth, 33 ft. 8 in.; depth, 25 ft.; net tonnage, 1,228; gross tonnage, 1,910; capacity, 1,700; 229 nominal horse-power; speed, 11 knots.

SS. *Sobo*, built at Whiteinch in 1899, of steel, and registered at London in the same year; length, 345 ft.; breadth, 44 ft.; depth, 23 ft. 7 in.; net tonnage, 2,313; gross tonnage, 3,652; capacity, 3,800; 370 nominal horse-power; speed, 11 knots.

In addition to the above, three steamers, the *Talisman*, *Uller* and *Parima* were employed and performed several voyages beyond those required in the contract, carrying a total cargo on all extra voyages of 7,668 tons.

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Distances.

The distances are given as follows:—from St. John, N.B., to Demerara, B.G., 2,900 miles; from Demerara to St. John, 2,693 miles.

Traffic returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar Year.	No. of passengers carried.		Tons of freight carried.		Live stock.	Mails.	Subsidy paid.	
1907	In	2,982	57,162		Not stated.	Not stated.	\$ 63,510	
	Out	3,528	62,625					
	Total	6,510	119,787					
1908	1st Class.	2nd Class.	3rd Class.	Tons Weight.	Tons Measurement.	Lock Bags.	Tied Sacks.	\$ 65,700
In..	756	527	730	32,346	14,795	20	1,958	
Out.	802	538	1,008	3,767	64,359	32	1,875	
Total..	1,558	1,065	1,738	36,113	79,154	52	3,833	
Grand total, passengers			4,361	Freight.. 115,267				

The service between HALIFAX and JAMAICA is run under terms of a contract with the Halifax and West India Steamship Company, Limited, of Halifax, N.S., bearing date March 1, 1908, and which expires March 31, 1909. The principal provisions, aside from those common to all contracts, are as follows:—

Period of contract.

1. 'The contractors will place, on and after the first day of April next, on the route between Halifax, in the province of Nova Scotia, and Kingston, in the Island of Jamaica, such steamship or steamships as may be approved from time to time by the minister, and will from the said date maintain a regular monthly service between the said ports, sailing once in each month from Halifax aforesaid, via and calling at Turk's Island, to Kingston, in the Island of Jamaica aforesaid, returning thence and calling at Turk's Island to Halifax aforesaid, the voyage to be completed within one month from the day of sailing from Halifax.

Change in service.

2. 'The minister reserves the right to make any change or changes in the above service not inconsistent with the vote providing for the payment of the subsidy.

Termination of contract.

3. 'This contract shall continue in force until the thirty-first day of March, in the year one thousand nine hundred and nine, but shall terminate with the arrival of the steamer at Halifax which left that port in the month of March aforesaid.

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Tonnage and ventilation of steamer.

4. 'The steamship or steamships engaged in this service shall be fitted with reasonable ventilation to the satisfaction of the Steamboat Inspector, and the contractors, agree to make any further alterations in the steamships engaged in the service as may be required by the minister to secure such proper ventilation as will at all times render them suitable for the carrying of fruit and other perishable commodities.

Subsidy: \$13,800 per annum.

5. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of thirteen thousand eight hundred dollars (\$13,800) per annum, payable as follows:—on the completion of each monthly round trip ending at Halifax the sum of one thousand one hundred and fifty dollars (\$1,150.)

Carriage of mails.

Clause 7 of the contract provides for the carriage of mails.

Description of vessels employed.

The ss. *Beta*, was built at Whiteinch, of iron, in 1873, and registered at Glasgow in 1874. Her length is 235 feet 1 inch; breadth, 28 feet 5 inches; depth of hold, 14 feet 7 inches; net tonnage, 677; gross tonnage, 1,087; capacity, 1,350; 226 nominal horse power; speed, 11 knots. She is fitted with electric light and has accommodation for fifty first-class and thirty second-class passengers, besides carrying steerage. This steamer is also fitted with cold storage appliances.

The following steamers were used as substitutes or extra steamers:—

SS. *Boston*, length, 225 feet; breadth, 33 feet 7 inches; depth, 12 feet 7 inches; net tonnage, 738; gross tonnage, 1,168; capacity, 2,080; 119 nominal horse power; speed, 11 knots.

SS. *Kathinka*, length, 225 feet; breadth, 33 feet 7 inches; depth, 12 feet 7 inches; net tonnage, 727; gross tonnage, 1,162; capacity, 2,060; 109 nominal horse power; speed, 11 knots.

SS. *Kjeld*, length, 231 feet; breadth, 35 feet 3 inches; depth, 19 feet 3 inches; net tonnage, 910; gross tonnage, 1,448; capacity, 2,600; 132 nominal horse power; speed, 11 knots.

Distances.

The distance between Halifax and Kingston, Jamaica, is given as 1,869 miles.

Traffic returns.

The traffic during the calendar year 1907 and 1908 is stated by the contractors to be as follows:—

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TRAFFIC RETURNS.

Calendar Year.	No. of passengers carried.			Tons of freight carried.	No. of live stock carried.	Mails carried.		Subsidy paid.	
1907	In. . . .	323			16,737	Not stated.	Not stated.		\$ 13,800
	Out.	715			29,029				
	Total ..	1,038			45,766				
1908		1st Class.	2nd Class.	3rd Class			Lock Bags.	Tied Sacks.	
	In.	6	57	67	7,635	Nil.	1	45	\$13,800
	Out.	61	8	351	18,225		1	53	
	Total...	67	65	418	25,860		2	98	
Total passengers... .. 550									

209.

ST. STEPHEN, N.B., ST. CROIX RIVER POINTS, DEER ISLAND,
CAMPOBELLO, &c., &c.

DEER ISLAND AND CAMPOBELLO STEAMBOAT CO.

This service is performed by the Deer Island and Campobello Steamboat Company, of St. Stephen, N.B., under terms of a contract bearing date July 15, 1908, and which expires on December 31, 1908. The principal provisions, aside from those common to all contracts, are as follows :—

1. 'The contractors having on the first day of January last placed the steamer *Viking* on the route between Le Tete and St. Stephen, both in the province of New Brunswick, have maintained and will continue to maintain until the thirty-first day of December, in the year one thousand nine hundred and eight, the following service :—

Frequency of service—Ports of call.

'From the first of January to the first of May, and from the first of November to the thirty-first of December, during the continuance of this contract, two round trips each week between the above-mentioned ports, calling en route both going and coming at Back Bay, Lord's Cove, Richardsonville, Leonardville, Wilson's Beach, Welch Pool, Eastport (Maine), Indian Island, Fairhaven and St. Andrews; and from the first of May to the first of November three full round trips each week between the same ports, calling both going and returning at the above-mentioned places; provided, however, that the minister may authorize any change or changes in the services as above defined as may not be inconsistent with the vote governing the payment of the subsidy.

Subsidy, \$3,000 per annum.

2. 'Subject to the future conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contrac-

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tors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns a subsidy of three thousand dollars (\$3,000) per annum, payable as follows :—

The sum of one thousand five hundred (\$1,500) on the first day of July, and the balance, viz., one thousand five hundred (\$1,500) on the completion of the service in each year during the continuance of this contract;

Carriage of mails.

Clause 4 of the contract provide for the carriage of mails.

Description of vessels employed.

The ss. *Viking* was built at Astubula, U.S.A., in 1891, of wood, and registered at St. Andrews, N.B., in 1897; length, 75 feet 3 inches; breadth, 21 feet 1 inch; depth of hold, 6 feet 4 inches; net tonnage, 87; gross tonnage, 128; 17 nominal horse-power; speed, 9 knots.

Distances.

The distance between St. Stephen and Back Bay is given as 50 miles; between Black's Harbour and Back Bay, 8 miles.

Traffic returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar Year.	No. of passengers carried.	Tons of freight carried.	Live stock.	Mails	Subsidy paid.
1907	9,200	2,530	Not stated.	Not stated.	\$ 3,000
1908	8,392	1,210	Nil.	3,232 bags 3½ sacks	\$ 3,000

SYDNEY AND BAY ST. LAWRENCE.

BRAS D'OR STEAMBOAT CO., LIMITED.

This service is performed by the Bras d'Or Steamboat Company, Limited, of North Sydney, C.B., under terms of a contract bearing date January 25, 1905, and which expires on the close of navigation, 1908. The principal provisions, aside from those common to all contracts, are as follows:—

1. The contractors having agreed on the opening of navigation next after the date of these presents, that is to say, as soon as the ice will permit of running, to

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place their steamer, the *Weymouth*, on the route between Sydney and St. Anne's Bay and Bay St. Lawrence, and from that date will maintain and will, with the said steamer or some other steamer satisfactory to the minister, continue to maintain the following service:—

Frequency of service.—Ports of call.

'From the opening of navigation as aforesaid until the fifteenth day of June, and from the fifteenth day of October to the close of navigation in each year, that is to say, until the ice will not permit of the running of a steamer over the routes, one full round trip each week between Sydney and St. Anne's Bay, calling both going and returning at North Sydney, Breton Cove, Englishtown and North River; and one full round trip each week between Sydney and Bay St. Lawrence, calling both going and returning at North Sydney, Ingonish, Neil's Harbour, Aspey Bay and Cape North; and from the fifteenth day of June until the fifteenth day of October two full round trips each week between Sydney and St. Anne's Bay with calls as above given; and two full round trips each week between Sydney and Neil's Harbour, calling both going and returning at North Sydney and Ingonish, one trip each week to be extended to Bay St. Lawrence with calls at Aspey Bay and Cape North.

Changes in service.

2. 'The minister may authorize any change or changes in the service as above defined as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

Termination of contract.

3. 'This contract shall remain in force to the close of navigation in the year nineteen hundred and eight.

Subsidy, \$1,500 per annum.

4. 'Subject to the further conditions, stipulations and reservations herein provided. His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of one thousand five hundred dollars (\$1,500), payable one-half, or the sum of seven hundred and fifty dollars (\$750) on the fifteenth of August, and the balance or the sum of seven hundred and fifty dollars (\$750) on the completion of the service in each year during the continuance of this contract;

Carriage of mails.

Clause 6 of the contract provides for the carriage of mails.

Description of vessel employed.

The ss. *Weymouth* above referred to, was built at Weymouth Bridge, N.S., in 1890, of wood, and registered at Pictou, N.S., in 1897. Length, 102 feet 7 inches; breadth, 19 feet; depth of hold, 7 feet 6 inches; net tonnage, 96; gross tonnage, 153; 27 nominal horse-power; speed, 10 knots.

Distances.

The distances between terminal points are as follows:—

Sydney to Neil's Harbour, 47 miles.

Sydney to Bay St. Lawrence, 75 miles.

Sydney to St. Anne's Bay, 37 miles.

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Traffic returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar Year.	No. of passengers carried.	Tons of freight carried.	Live stock.	Mails.	Subsidy paid.
1907	2,766	1,567	Not stated.	Nil.	\$ 1,500
1908	3,863	1,945	183	Nil.	\$ 1,500

211.

SYDNEY AND WHYCOCOMAGH.

BRAS D'OR STEAMBOAT COMPANY, LTD.

This service is performed by the Bras d'Or Steamboat Company, Limited, of North Sydney, N.S., under terms of a contract bearing date January 25, 1905, and which expires on the close of navigation, 1908. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having agreed on the opening of navigation in the year next after these presents, that is to say, as soon as the ice will permit of the running of a steamer over the route, to place their steamer, the *Elaine*, on the route between Sydney and Whycomagh, and will, with the said steamer or some other steamer satisfactory to the minister, continue to perform the following service:—

Frequency of service—Ports of call.

'From the opening of navigation to the 15th June, and from the 15th of October to the close of navigation in each year, two full round trips each week; and from the 15th of June to the 15th of October three full round trips each week, between Sydney and Whycomagh, calling both going and returning at North Sydney, Big Bras d'Or, New Campbellton, Boullarderie, Baddeck and Little Narrows.

Change in service.

2. 'The minister may authorize any change or changes in the service as above defined as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

Termination of contract.

3. 'This contract shall remain in force until the close of navigation in the year nineteen hundred and eight.

Subsidy, \$1,000 per annum.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contrac-

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tors, their successors and assigns, that the contractor and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of one thousand dollars (\$1,000) payable, one-half or the sum of five hundred dollars (\$500) on the 15th of August and the balance or the sum of five hundred dollars (\$500) on the completion of the service in each year during the continuance of this contract.

Carriage of mails.

Clause 6 of the contract provides for the carriage of mails.

Description of vessel employed.

The service is now performed by the ss. *Marion*, built at New York in 1876, of wood, and registered at Halifax in 1883; length, 145 feet; breadth, 26 feet 5 inches; depth of hold, 8 feet; net tonnage, 269; gross tonnage, 478; 50 nominal horse power; speed, 11 knots.

Distance.

The distance between Sydney and Whycocomagh is 75 miles.

Traffic returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar year.	Number of passengers carried.	Tons of freight carried.	Live stock.	Mails.	Subsidies paid.
1907.....	4,032	1,241	Not stated.	Nil.	\$1,000
1908.....	4,007	1,242	2,860	Nil.	\$1,000

212.

VICTORIA AND SAN FRANCISCO.

PACIFIC COAST STEAMSHIP COMPANY.

This service is in one sense run under the terms of the Act of Confederation, which provided that a steam service should be maintained between Victoria and San Francisco, which, at that time, was the only mode of travel or of transportation of mails; but for some years past the necessity for the service as a mail route has ceased to exist, as letter mails are invariably carried by rail, and only small quantities of newspapers and similar matters are carried by the steamers.

The service at present is run by the Pacific Coast Steamship Company of San Francisco, represented by Messrs. R. P. Rithet & Co., Ltd., Victoria, B. C., under terms

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of a contract bearing date May 10, 1906, and which expires March 31, 1910. The principal provisions, aside from those common to all contracts, are as follows:—

Period of contract.

1. 'The contractors having, on or before the first day of July, in the year one thousand nine hundred and five, placed their steamers, the *Queen*, of 2,727 tons; the *City of Puebla*, 2,623 tons, and the *Umatilla*, of 3,069 tons register, on a route between the city or port of San Francisco aforesaid and the city or port of Victoria also aforesaid, and having therewith since that date maintained a regular service between the cities or ports aforesaid, sailing from and returning to each at intervals of not less frequency than seven days, and will continue in like manner to maintain therewith, or with such other steamers as may be approved by the minister, such service until the thirty-first day of March, one thousand nine hundred and ten, unless this contract is sooner terminated under the provisions of section 16 thereof, or unless the said steamers should, prior to that date, discontinue regular calls at Victoria aforesaid, in which case this contract shall thereupon determine and cease to have effect.

Subsidy, \$3,000 per annum.

2. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of three thousand dollars (\$3,000) per annum, payable as follows, viz.: Three thousand dollars (\$3,000) on the first day of July next following the date of these presents; two thousand two hundred and fifty dollars (\$2,250) on the first day of April in the year of one thousand nine hundred and seven; and three thousand dollars (\$3,000) on each succeeding first day of April occurring during the further continuance of this contract.

Carriage of mails.

Clause 4 of the contract provides for the carrying of mails.

Description of vessels employed.

The steamers employed in this service during the calendar year 1908, were as follows:—

SS. *City of Puebla*, length, 320 feet 6 inches; breadth, 38 feet 6 inches; depth, 26 feet 3 inches; net tonnage, 1,713; gross tonnage, 2,624; capacity, 1,800; 477 nominal horse-power; speed, 14 knots.

SS. *Governor*, length, 391 feet; breadth, 48 feet; depth, 19 feet 7 inches; net tonnage, 2,401; gross tonnage, 5,217; capacity, 2,500; 601 nominal horse-power; speed, 14 knots.

SS. *President*, length, 391 feet; breadth, 48 feet; depth, 19 feet 7 inches; net tonnage, 2,393; gross tonnage, 5,217; capacity, 2,500; 601 nominal horse-power; speed, 14 knots.

SS. *Spokane*, length, 270 feet; breadth, 40 feet; depth, 17 feet 3 inches; net tonnage, 1,289; gross tonnage, 2,036; capacity, 1,500; 284 nominal horse-power; speed, 12 knots.

SS. *Umatilla*, length, 310 feet; breadth, 40 feet 6 inches; depth, 22 feet; net tonnage, 2,168; gross tonnage, 3,070; capacity, 2,000; 336 nominal horse-power; speed, 13 knots.

Distance.

The distance between Victoria, B.C. and San Francisco, U.S.A. is 750 miles.

Traffic returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows —

TRAFFIC RETURNS.

Calendar year.	Number of passengers carried.	Tons of freight carried.		Live stock carried.	Mails carried.		Subsidy paid.
1907.....	In..... 902 Out..... 1,146 Total... 2,048	4,747 2,021 6,768		Nil.	Not stated.		\$3,000 00
1908.....	In..... 1,801 Out..... 871 Total... 2,672	Weight 4,609 630 5,239	Meas. 1,000 230 1,230	Nil. Nil.	Lock Bags. 27 52 79	Tied Sacks. — — —	\$3,000 00

213 and 214.

VICTORIA, VANCOUVER, WAYPORTS AND SKAGWAY.—VICTORIA AND WEST COAST VANCOUVER ISLAND.

CANADIAN PACIFIC RAILWAY COMPANY.

This service is performed by the Canadian Pacific Railway Company under terms of a contract bearing date July 29, 1908. This contract expires March 31, 1909.

The principal provisions, aside from those common to all contracts are as follows:—

1. ‘The contractors having prior to the first day of April last past placed steamers necessary to properly perform the services hereinafter specified, and of a class as regards size, speed and equipment satisfactory to the minister; and having from that date, and will hereafter during the continuance of this agreement, run the same on and over the routes, and in the manner as follows, viz.:—

‘Route A.—Between Victoria and Vancouver, in the Province of British Columbia, and Skagway, Alaska.

‘Route B.—Between Victoria and Vancouver aforesaid, and Naas Harbour and Skidegate, also in the Province of British Columbia, calling on all voyages at intermediate ports or places as hereinafter enumerated.

Route C.—Between Victoria aforesaid, and Ahousset or Mosquito Harbour, Quatsino and Cape Scott, also in the Province of British Columbia, calling on all voyages at intermediate ports or places as hereinafter enumerated.

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Frequency of service.—Route A.

2. ‘*Over route A.*—There shall be run four complete round trips during each of the months of June, July, August, September and October, in each year covered by this agreement; and not less than three complete round trips each month during the months of March, April and May; and two complete round trips during each of the months of November, December, January and February in each year covered by this agreement. The days of sailing from Victoria and Vancouver shall be such as are approved by the minister, and in event of change such change shall be duly advertised at least two weeks in advance.

Frequency of service and ports of call.—Route B.

3. ‘*Over route B.*—There shall be run two complete round trips each month during the continuance of this agreement, calling on all trips both ways, weather permitting, at Sointula, Wadhams, Hartley Bay, Claxton, Oceanic, Alert Bay, River Inlet, Bella Bella, Metlakatla, Arrandale, Namu, Lowe Inlet, Balmoral, Inverness, Kincolith, Port Hardy, China Hat, Kitkatla, North Pacific Cannery, Dominion Cannery, and Quathiaski Cove to Naas Harbour, and at such other ports or places as the minister may require or direct; calling once each month at Skidegate and Bella Coola alternately; also calling on all trips one way only at Aberdeen; also calling at Port Simpson and Port Essington when required for passengers or freight. It is understood that as Naas Harbour is a tidal harbour and the calling there would at times involve considerable delay, under such circumstances calls may be made at Port Nelson or Arrandale instead.

Frequency of service and ports of call.—Route C.

4. ‘*Over route C.*—There shall be run during the continuance of this agreement in the months of April to September inclusive in each year, four complete round trips as follows: Two from Victoria to Ahousset or Mosquito Harbour only; one to Ahousset or Mosquito Harbour and Quatsino; and one to Ahousset or Mosquito Harbour, Quatsino and Cape Scott; and in the remaining months in each year three complete round trips from Victoria to Ahousset or Mosquito Harbour and return, one of which to be continued to Cape Scott, calling both ways on all trips run over this route, weather permitting, at Port Renfrew, New Alberni, Alberni, Ucluelet, and Clayoquot, and on one trip in each month at Hesquiat, Friendly Cove, Nootka Sound, Nuchatlitz, Kyuquot, Winter Harbour, Fregon, also when necessary at Coal Harbour and Yreka Mine; and on all trips at such other intermediate ports or places as the minister may require or direct. On outward trips only, steamers employed in carrying out the provisions of this contract, especially with reference to Route A. will have the privilege of calling at American ports in Alaska, anything in section 13 to the contrary notwithstanding.

Termination of contract.

5. ‘This agreement shall remain in force and have effect until the thirty-first day of March, 1909, unless sooner terminated by mutual consent or under the provisions of section 19 hereof, or unless extended for one year from such date at the option of the minister.

Carriage of mails.

Clause 7 of the contract provides for the carriage of mails.

Subsidy, \$17,500 per annum.

20. ‘Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the

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contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of seventeen thousand and five hundred dollars (\$17,500) per annum, that is to say, for the due performance of the services over the routes A and B as above enumerated in sections 1, 2 and 3, at the rate of twelve thousand five hundred dollars (\$12,500) per annum; and over the route C as above, at the rate of five thousand dollars (\$5,000) per annum, payable in quartely instalments on the first day of each of the months of October, January, April and July in each year covered by this agreement, of three thousand one hundred and twenty-five dollars (3,125) for services A and B, and of one thousand two hundred and fifty dollars (\$1,250) for service C;

Description of vessels employed.

The steamers performing these services are as follows :—

SS. *Amur*, built at Sunderland in 1890, of steel, and registered at Victoria, B.C., in 1900; length, 216 feet; breadth, 28 feet 1 inch; depth of hold, 17 feet 9 inches; net tonnage, 570; gross tonnage, 907; capacity, 600; 160 nominal horse-power; speed, 12 knots.

The SS. *Princess May* (formerly the *Hating*) was built at Newcastle-on-Tyne, in 1888, of steel, and registered at Vancouver, B. C. in 1903; length, 249 feet; breadth, 33 feet 2 inches; depth of hold, 19 feet; net tonnage, 697; gross tonnage, 1,393; capacity, 600; 250 nominal horse power; speed, 14 knots.

The SS. *Princess Beatrice* was built at Victoria, B.C., in 1903, of wood, and registered at the same place the same year; length, 193 feet 4 inches; breadth, 37 feet 4 inches; depth of hold, 17 feet; net tonnage, 635; gross tonnage, 1,289; capacity, 700; 125 nominal horse power; speed, 13 knots.

The SS. *Tees* was built at Thornaby-on-Tees, in 1893, of steel, and registered at Victoria, B. C., in 1899; length, 165 feet; breadth, 26 feet; depth of hold, 16 feet; net tonnage, 330; gross tonnage, 569; capacity, 450; 97 nominal horse-power; speed, 11 knots.

SS. *Princess Royal*, length, 240 feet; breadth, 39 feet; depth of hold, 18 feet; net tonnage 981; gross tonnage, 1,997; capacity, 890; 200 nominal horse power; speed, 14 knots.

SS. *Queen City*, built at Vancouver, B.C., in 1894, of wood, and registered at Victoria, B. C., in 1898; length, 116 feet; breadth, 27 feet; depth of hold, 12 feet, net tonnage, 243; gross tonnage, 391; capacity, 200; 38 nominal horse power; speed, 9 knots.

Distances.

The distances between terminal ports are as follows:—

Victoria to Skagway, 987 miles; Victoria to Quatsino and Cape Scott, 478 miles.

Traffic returns.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

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Routes, A and B.

TRAFFIC RETURNS.

Calendar year.	Number of passengers carried.	Tons of freight carried.	Live stock.	Mails.	Subsidies paid.
1907.	North 5,448 South 5,758 Total 11,206	12,154 5,523 17,677	Not stated.	Not stated.	For all routes, A, B and C. \$17,500
1908.	No Statistics received.				\$4,375

Route, C.

1907.	North 2,868 South 3,169 Total 6,037	5,102 3,897 8,999	Not stated.	Not stated.	See above.
1908.	No Statistics received.				See above.

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AUTHORIZED BY STATUTE.

(63-64 Victoria, chapter 9.)

CANADA, CHINA, AND JAPAN.

CANADIAN PACIFIC RAILWAY COMPANY.

This service was run under contract between the Imperial government and the Canadian Pacific Railway Company, bearing date October 12, 1901, and which expired on April 6, 1906. The contract was subsequently renewed for a period of two years from that date, and a new contract was entered into on October 12, 1908, between the same parties, covering a period of service from April 7, 1908 to April 6, 1911.

Aside from the usual requirements, the present contract provides among other things as follows :—

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Frequency of Service—Terminal ports.

2. 'Subject to the provisions of this agreement the company shall and will during the continuance of this agreement at their own costs and charges in all respects convey or cause to be conveyed once in every three weeks during the summer season, and once in every four weeks during the winter season in each direction all mails which the postmaster general or any of his deputies, officers, servants or agents shall from time to time require to be conveyed in either direction between Liverpool in England and the port of Hong-Kong in China and between the several ports and places en route hereinafter specified. Such conveyance shall be effected by way of Halifax, St. John, Quebec or Rimouski (as hereinafter provided) in the Dominion of Canada and the port of Vancouver in the same Dominion, and shall be effected between Halifax, St. John, Quebec or Rimouski (as the case may be) and the said port of Vancouver by means of railway trains and between Liverpool and Halifax, St. John, Quebec or Rimouski (as the case may be) and between the said port of Vancouver and the said port of Hong-Kong by means of mail ships. All such trains and mail ships respectively shall be provided by the company and such conveyance shall be conducted throughout as one continuous and complete service; and the company shall be responsible for the safe conveyance and delivery of the mails by means of such trains and mail ships.

Summer and winter ports in Canada.

3. 'Subject to the provisions of this agreement all mails to be conveyed by the company in pursuance of this agreement by means of railway trains shall be conveyed over the railways of the company during the summer season from and to Quebec or Rimouski direct to and from the mail ships to be despatched from and to arrive at the said port of Vancouver; and during the winter season from and to Halifax or St. John direct to and from the said mail ships at the said port of Vancouver.

Manner of conveyance of mails.

5. 'Subject to the provisions of this agreement, the conveyance of the mails between Liverpool and Hong-Kong shall be effected by the company in the following manner:—

(1) 'On the journey from Liverpool to Hong-Kong, one of the mail ships shall put to sea from Liverpool at the time appointed by the Postmaster General, and shall proceed on her voyage to Halifax, St. John, Quebec or Rimouski (as the case may be). At Halifax, St. John, Quebec or Rimouski (as the case may be) the company shall transfer the mails to one of the trains to be provided by the company. The said train shall then forthwith start and shall proceed to the said port of Vancouver, stopping at such places as the company shall appoint. At the said port of Vancouver the company shall transfer the mails to one of the mail ships, which shall be forthwith put to sea, and proceed on her voyage to Hong-Kong, touching or calling at the several ports or places hereinafter mentioned.

(2) 'On the journey from Hong-Kong to Liverpool: The services above described shall be reversed and the mails conveyed in manner aforesaid (*mutatis mutandis*) in the contrary direction.

(3) 'On both journeys: The company shall at each of the ports hereinafter specified at which the mail ships shall call or stop or from which they shall start, and at each of the places at which trains shall stop or from which they shall start, accept such mails as shall under the provisions hereof be there tendered to them for conveyance, and deliver thereat such mails as shall under the provisions hereof have been entrusted to them for such delivery.

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Ports of call in China and Japan.

6. 'On the voyages in both directions between Vancouver and Hong-Kong the mail ships shall call at Yokohama and Shanghai, and may also (at the option of the company) call at the ports of Victoria, Nagasaki, Shimidzu and Hiogo (Kobi), and at Amoy or other China or Japan ports.

Contract time for conveyance of mails.

7. 'All mails to be conveyed under the provisions of this agreement by such trains and mail ships respectively as aforesaid from Liverpool to the port of Hong-Kong, or from Hong-Kong to Liverpool, shall be so conveyed by the company during the continuance of this agreement within the complete and entire periods next hereinafter mentioned (that is to say) when the conveyance shall be by way of Quebec or Rimouski within a total period of 818 hours, and when the conveyance shall be by way of Halifax or St. John within a total period of 853 hours, which said periods respectively shall be calculated in the manner hereinafter mentioned or specified, and shall respectively include all stoppages of the mail ships and trains

Conveyance of mails between United Kingdom and Canada.

11. In addition to the services above described the company shall, without further payment than the subsidy hereinafter mentioned, convey by any of their steamships or other vessels plying between any port or ports in the United Kingdom and any port or ports in the Dominion of Canada any mails which the Postmaster General may tender for conveyance by such vessels between any ports or places (including ports of departure and destination on the routes thereof respectively.

Subsidy: £45,000 per annum.

39. 'In consideration of the covenants and agreements herein contained and on the part of the company to be observed and performed, and of the due and faithful performance by the company of all the services under this agreement, there shall be payable to the company during the continuance of this agreement (out of such aids or supplies as may from time to time be appropriated by parliament for that purpose) a yearly subsidy or sum after the rate of £45,000 per annum, or (in the event of any such default or failure as hereinafter mentioned) so much of the said subsidy or sum as shall remain payable in respect of any year after making such deductions therefrom (if any) as hereinafter in that behalf mentioned in respect of any such default or failure.

Deductions from subsidy.

40. If at any time the company fail to provide a mail ship at the port of Liverpool or Hong-Kong, ready to put to sea, on and at the appointed day and hour, or if such mail ship fail to start or put to sea on and at the appointed day and hour or so soon thereafter (regard being had to practical considerations) as the anchor of the mail ship can be weighed or the ship loosed from her moorings, then and so often as any such default shall happen there shall be deducted from the subsidy which would in the absence of any such default be payable to the company for the current year the sum of £500, and also the further sum of £100 for every successive 24 hours which shall elapse until such mail ship actually starts or proceeds to sea on the appointed voyage in pursuance of this agreement. Provided always that the total amount of the sums deducted as last aforesaid shall not in the aggregate exceed by a sum greater than the sum of £500, that part of the said subsidy of £45,000 for the current year which shall be applicable to the whole journey, reckoned from the port of departure to the port of arrival, in respect of which default shall have been made.

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41. 'If at any time or times the mails shall not be conveyed from Liverpool to Hong-Kong or from Hong-Kong to Liverpool as aforesaid within the respective periods of transit hereinbefore stipulated in that behalf, then and so often as the same shall happen there shall be deducted from the subsidy, which but for this provision would have been payable to the company for the current year a sum of £100 for every complete period of 12 hours by which the time actually occupied in the conveyance of such mails shall have exceeded the period of transit hereinbefore stipulated in that behalf respectively. Provided always, that the total amount of the sums deducted in respect of any such default or failure as hereinbefore mentioned in the delivery of mails shall not exceed that part of the said subsidy of £45,000 for the current year, which shall be applicable to the journey in respect of which such default or failure occurs.'

'Provided, also that no such deductions as in this clause mentioned shall be made in respect of any such default or failure as aforesaid if the company shall prove to the satisfaction of the Postmaster General that such default or failure arose from any cause or causes altogether beyond the control of the company.

Manner and time of subsidy payments.

43. (1) 'Subject to the provisions herein contained, the said subsidy shall be paid by equal quarterly payments on or as soon as conveniently may be after the days hereinafter in this article mentioned.

(2) 'All accounts in relation to the said subsidy, and any deduction therefrom or additions thereto as hereinbefore provided shall be made out and settled quarterly up to and on or as soon as conveniently may be after the 31st day of March, the 30th day of June, the 30th day of September and the 31st day of December in each year, and the amount or balance (if any) which shall be justly due to the company on each such quarterly account shall be paid by the Postmaster General out of such aids or supplies as aforesaid upon the settlement of such account; and for the purposes of such accounts, and subject as aforesaid the said yearly subsidy of £45,000 or any increased or decreased subsidy which may become payable under or by virtue of any of the provisions herein contained shall be deemed to accrue from day to day subject to the liability of the same to be altered by such additions or deductions as aforesaid.

Termination of agreement.

44. 'This agreement shall be deemed to have commenced on the 7th day of April, 1908, and shall continue in force until the 6th day of April, 1911, and shall then absolutely determine.

Canadian proportion of subsidy.

Of the above-mentioned subsidy of £45,000 per annum, Canada contributes £25,000, and Great Britain £20,000.

Description of vessels employed.

The steamers employed in this service were as follows:—

Empress of China, built at Barrow in 1891, of steel, and registered at London in 1891; length, 455.6 feet; breadth, 51.2 feet; depth, 33.1 feet; net tonnage, 3,046; gross tonnage, 5,947; engines of 2,000 nominal horse-power; capacity not stated.

Empress of India, built at Barrow in 1891, of steel, and registered at London in 1891; length, 455.6 feet; breadth, 51.2 feet; depth, 33.1 feet; net tonnage, 3,032; gross tonnage, 5,934; engines of 2,000 nominal horse-power; capacity not stated.

Empress of Japan, built at Barrow in 1891, of steel, and registered at London in 1891; length, 455.6 feet; breadth, 51.2 feet; depth, 33.1 feet; net tonnage, 3,039; gross tonnage, 5,940; engines of 2,000 nominal horse-power; capacity not stated.

Canada's proportion of the subsidy paid during 1907 was \$73,000.

Distances.

The distances from—

	Miles.
Vancouver to Yokohama is.	4,283
Yokohama to Kobe is.	346
Koke to Nagasaki is.	384
Nagasaki to Woosung is.	448
Woosung to Hongkong is.	810
Total—Vancouver to Hongkong.	6,271

TRAFFIC RETURNS.

Calendar year.	Number of passengers carried.			Tons of freight carried.		Live stock.	Mails.		Subsidy paid.
	1st class.	3rd class.	4th class.	Weight.	Meas.		Lock bags.	Tied sacks.	
1908.						Nil.			\$ 108,770
In	706	622	6,242	12,256	29,018		7,690		
Out	576	245	3,943	9,040	13,092		18,043	Nil.	
Total. . . .	1,282	867	10,185	21,296	42,110		25,733		

AUTHORIZED BY STATUTE.

(7-8 Edward VII., Chapter 68.)

CANADA AND FRANCE.

H. & A. ALLAN.

This service is performed by Messrs. H. & A. Allan, of Montreal, under terms of a contract bearing date the 28th April, 1908, to continue for a period of one year, the principal provisions of which, aside from those common to all contracts, are as follows:—

Service—Speed.

1. ‘The contractors owning and controlling in their capacity aforesaid, the steamships *Laurentian*, *Pomeranian*, *Sardinian* or *Buenos Ayrean*, will establish upon the opening of navigation in the year of the date of these presents (and with the assistance of such other steamships as may be approved by the minister) and from that time maintain for a period of one year a regular direct steamship service between a port or ports in the Dominion of Canada and a port or ports in France, with the option upon the part of the contractors of extending each eastbound voyage to a port or ports in Great Britain as hereinafter defined with not less than three steamships, each of which shall not be less than 3,000 tons gross register, with a carrying capacity of 4,500 tons available for agricultural products, merchandise and all other kinds of freight, each of which shall also be fitted with such amount of cold storage accommodation and under such regulations as the minister may require, and thereafter during the continuance of this contract to be at all times subject to the approval of the minister. The speed of the said steamers at sea when loaded and while so employed shall be during the term of this contract a minimum of not less than ten knots per hour, such steamers to be fully equipped in the most approved and modern style.

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Ports of call.

2. 'It is understood and agreed that during the season of open navigation on the River St. Lawrence covered by this contract, the terminal ports in Canada shall be Montreal or Quebec, and during the season of closed navigation on the St. Lawrence such terminal ports shall be Halifax or St. John, at the contractors' option, subject to the approval of the minister; and it is understood and agreed that the ports of call in France upon each eastbound and westbound trip shall be Cherbourg or Havre, or both, at the option of the contractors, and each eastbound trip to be extended at the option of the contractors to a port or ports in Great Britain; provided, however, that in any event the first port of call after leaving Canada shall be a port in France and that the last port of departure for Canada shall also be a port in France.

Frequency of service.

3. 'It is understood and agreed that the number of round voyages from France to Canada and return as herein stipulated during the continuance of this contract shall not be less than eighteen yearly; that is to say, that during the months of May to November, inclusive, in each year there shall be run not less than two full round voyages each month and during the remaining months of December to April, inclusive, the remaining voyages shall be performed; such service to be regular and uninterrupted with sailings on such fixed dates as may be approved of by the minister, and such dates shall be by the contractors regularly advertised at least two weeks in advance of every such sailing. It is further understood and agreed that at the option of the contractors the number of round voyages from France to Canada and return as herein stipulated may be increased to a maximum of 24 per annum, such additional voyages, if run, to be run regularly with sailings on such fixed dates as may be approved by the minister, and such dates shall be by the contractors regularly advertised as hereinbefore provided.

Subsidy: at the rate of \$100,000 per annum for 18 voyages, but not to exceed \$133,333.33 per annum.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, contracts and agrees with the contractors, their heirs, executors and assigns, that the contractors, and their heirs, executors and assigns well and faithfully performing all and every the undertakings and agreements herein on the part of the contractors set forth and contained, His Majesty will well and truly pay or cause to be paid to the contractors, their executors, administrators or assigns a subsidy at the rate of one hundred thousand dollars (\$100,000) per annum, based upon and for the service of eighteen full round voyages, and so in proportion for the increased service also herein provided for; provided, however, that the total amount of subsidy to be claimed or paid for the one year's service shall not exceed the sum of one hundred and thirty-three thousand three hundred and thirty-three dollars and thirty-three cents (\$133,333.33), such subsidy being payable in quarterly instalments on the first day of each of the months of July, October, January and April, occurring during the continuance of this contract; provided also that it is the true intent and meaning of these presents that the contractors shall have no claim to payment of any instalment of subsidy or any part thereof unless up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and unless all the provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out according to the true intent and meaning of these presents; it being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to

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necessitate their being docked for repairs, the failure to perform the terms of this contract during such accident and the time reasonably occupied in such repairs, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions from the amount of subsidy, if any, payable for any voyage delayed in consequence of such docking for such repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

Freight rates.

6. 'It is hereby agreed that the rates charged for freights to or from any Canadian port included in this contract shall not exceed the rates charged by regular passenger steamers to or from New York, Boston and Portland to or from the port of Havre, and the minister may at any time, if he deem it advisable, and after sufficient notice to the contractors, revise the rates to be charged on all classes of goods, such revision to be in all cases consistent with a fair and sufficient remuneration for the services performed by such steamers, and the contractors shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, all freights that may be offered or that can be reasonably procured at rates which shall not be in excess of the aforesaid rates, and in no case shall any discrimination be made as regards rates or otherwise, directly or indirectly against Canadian merchants or shippers, who shall always have precedence for their freight and goods over all other merchants and shippers.

Freight booked to Halifax or St. John to be delivered to Intercolonial Railway.

7. It is hereby agreed by the contractors that, as the aid herein expressed and provided for by the government is for the express purpose of encouraging the development of Canadian trade and the transportation of Canadian goods through Canadian channels, the company accepts the aid on these conditions, and agrees that all freight booked or carried by the said steamships from a port in France, and during the time these ships make Halifax or St. John their terminal port, shall, when not otherwise routed by shippers or consignees, be delivered to the Intercolonial Railway at Halifax or St. John for shipment to final destination in Canada, providing that the rates demanded by the Intercolonial Railway shall not be in excess of the rates charged by any other railway company from said ports to final destination in Canada.

Passengers for Quebec and Maritime Provinces to be delivered to Intercolonial Railway at Halifax—Freight for France to be carried by Intercolonial Railway.

Contractors are to hand over to the Intercolonial Railway at Halifax passengers for points in the maritime provinces or the province of Quebec, providing the routing of such passengers is controlled by the contractors, and that they are not otherwise routed. It is further agreed that the contractors, through their agents in Canada shall use all and every effort to have all such freight for export as may be secured by them for a port in France at which the subsidized line may call, delivered to the Intercolonial Railway at Montreal.

Carriage of mails.

Clause 9 of the contract provides for the carriage of mails.

Calls at foreign ports.

15. 'The steamers employed in carrying out the provisions of this contract shall not on any voyage, either outwards or homewards, call at any foreign port not specified in this contract.

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Description of vessels employed.

The SS. *Pomeranian* (formerly the *Grecian Monarch*) was built at Hull in 1882 of iron and registered at Glasgow in 1887; length, 381 feet; breadth, 43 feet; depth of hold, 33 feet 1 inch; net tonnage, 2,700; gross tonnage, 4,207; capacity, 5,080; 316 nominal horse-power; speed, 13 knots.

The SS. *Sardinian* was built at Greenock in 1875, of iron, and registered at Glasgow in 1887; length, 400 feet; breadth, 42 feet 3 inches; depth of hold, 34 feet 6 inches; net tonnage, 2,788; gross tonnage, 4,349; capacity, 5,000; 316 nominal horse-power; speed, 13 knots.

The SS. *Parisian* was built at Govan in 1881, of steel, and registered at Glasgow in 1887; length, 440 feet; breadth, 46 feet; depth, 25 feet; net tonnage, 3,385; gross tonnage, 5,395; capacity, 4,200; 774 nominal horse-power; speed, 14½ knots.

The SS. *Corinthian* was built at Belfast in 1900, of steel, and registered at Glasgow in 1900; length, 430 feet; breadth, 54·2 feet; depth 28·2 feet; net tonnage, 4,046; gross tonnage, 6,270; 612 nominal horse-jower.

The SS. *Sicilian* was built at Belfast in 1899, of steel, and registered at Glasgow in 1899; length, 430 feet; breadth, 54·2 feet; depth, 28·2 feet; net tonnage, 3,968; gross tonnage, 6,229; 612 nominal horse-power.

The distance between Havre and Halifax is given as 2,705 miles; between Havre and Montreal as 3,041 miles.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar year.	Number of passengers carried.		Tons of freight carried.		Live stock.	Mails.	Subsidies paid.
1907	East ...	1,078	9,440		Not stated ...	Not stated ..	\$111,111.00
	West	3,612	15,033				
	Total ...	4,690	24,473				
1908	Second class.	Third class.	W'ght	Meas.	—	1 bag	\$136,110.98 (For calendar year 1908)
	1,056	1,813	19,231	5,534			

SOME CLAUSES COMMON TO ALL CONTRACTS.

NOTE.—Some of the principal sections common to all contracts, and as such hereinbefore frequently referred to, read as follows:—

Proof of performance of service to be furnished.

'The contractors shall furnish and establish at their own expense the necessary agents required for the efficient performance of this contract, and shall with diligence, as soon after the completion of each voyage as may be, furnish to the minister full and complete copies of the manifests of the cargoes and lists of passengers carried on each voyage, duly certified by the proper officers of customs, and also such other documents, information and evidence as may be reasonably required by the minister to show the volume, extent and value of the trade carried on by the said steamers, and the full performance on their part of the services, requirements and conditions of this contract, in order to enable him to judge as to whether the terms of this con-

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tract have been or are being fully and faithfully carried out and complied with, within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive; and the furnishing of such certificates, documents and evidence as hereinbefore specified shall be a condition, precedent to the payment of the subsidy herein provided for, or any portion thereof, and if in the opinion of the minister, all the terms of this contract have not been fully complied with by the contractors he may deduct from the subsidy otherwise payable such portion thereof as he may deem fit and proper, taking into consideration all the circumstances connected therewith, and the contractors shall at all times during the continuance of this contract well and faithfully abide by and conform to all such requirements as may be made by the minister with regard to the said steamers in the performance of this contract.

Equipment of steamers.

‘The steamers to be employed as herein specified, shall at all times during the continuance of this contract be fully seaworthy, well-officered, manned, victualled, equipped, provided and furnished, having regard to the service with the contractors have hereby undertaken to perform; and shall have ample and suitable accommodation for the passengers, mails and freights to be carried over the routes specified; and shall, at all times, carry boats and life-saving appliances in compliance with the law, and shall be in all respects subject to the approval of the minister.

Accommodation for mails.

‘The said steamers shall be provided with sufficient and convenient accommodation and protection for all such mails, to the satisfaction of the Honourable the Postmaster General of Canada for the time being, and the contractors shall further take all reasonable and necessary precautions for the protection of such mails while upon the said steamers, or while in the contractors’ charge or custody, from loss, damage or injury in any way, and the contractors shall be responsible for any loss or damage thereto caused by negligence or want of proper care or accommodation on the part of the contractors, their agents or servants, or on the part of the officers, employees or crew on board the said steamers, and this without regard to any question as to the legal liability of the Postmaster General to the owners of the articles of mail matter contained in such mails for damage or loss sustained in transit.

Definition of term ‘Mails.’

‘The expression “mails” for the purpose of this contract shall be deemed to mean and include all boxes, bags, baskets or packets of or containing letters, post cards, newspapers, parcels, books, or printed papers, and all other articles which under the Post Office Act and postal regulations for the time being in force are transmissible by post in Canada, without regard to place either of origin or destination, and also all empty bags, empty boxes and other receptacles, stores and articles used or to be used in carrying on the post office service, or which shall ordinarily be sent by or to or from the post offices.

No letters except H. M. mails to be carried.

‘The contractors shall not, nor shall any of their agents or servants, or officers or crew of the said steamers receive or permit to be received on board of the said steamers any letters for conveyance other than those contained in His Majesty’s mails, or which are or may be privileged by law, nor the mails of any other country, except such as are specified by the Postmaster General of Canada, for the time being.

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Government officials to be carried free of charge.

'The Honourable the Postmaster General of Canada, or the Honourable the Minister of Trade and Commerce for the time being, or any inspector or officer of the Post Office Department or of the Department of Trade and Commerce, who may in the execution of his duty travel in the said steamers, shall be carried free of charge.

Proper accounts to be kept.

'The contractors shall keep full and proper accounts of and in connection with the working of this service, and shall keep such accounts separate and distinct from any other accounts of or connected with other branches of their business; and in any contingency which, in the opinion of the minister, may render such a course necessary, the contractors shall allow any officer or officers named by the minister free access to such accounts and all books, papers and documents connected therewith.

Substitutes for disabled steamers.

'It is understood that if the said steamer shall be by peril of the sea or other unavoidable casualty, lost, destroyed or temporarily disabled from performing the voyages herein agreed to be performed according to the true intent and meaning of these presents, the contractors may in such case as soon as reasonably may be, having regard to the circumstances, replace the said steamer by another of equal class, speed, equipment, character and capacity to the satisfaction and approval of the minister in case the said steamer has been only temporarily disabled, and continue the service herein contracted for with such substituted or repaired steamer with as little delay as possible under all circumstances.

Freight and passenger tariffs—Proof of performance of service to be furnished.

'The contractors shall carry on each steamer running under this contract according to its capacity, on all voyages, all the freight and passengers which may be reasonably offered or obtained, and at tariff rates, both as to passengers and freight, which may be from time to time approved by the minister; and the contractors shall furnish to the minister such documents, information and evidence as may be required by the minister, to show the volume, extent and value of the trade carried on by the said steamer, and such customs certificates, documents and evidence as may be necessary or as may be required by the minister to prove the performance of the service herein contracted for, and to enable the minister to judge as to whether this contract is being carefully and faithfully carried out and performed and the furnishing of such certificates, documents, information and evidence, as hereinbefore specified, shall be a condition precedent to the payment of the subsidy herein provided for or any portion thereof.

Deductions from subsidy—Timetables to be furnished—Docking disabled steamers.

'Provided, however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractors shall at least two weeks prior to the first sailing under this contract furnish to the minister time-tables showing the proposed sailings, and upon the same being approved

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by the minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the minister, does not sail from a terminal port as herein specified within forty-eight hours of the date fixed by such time-tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however, that the minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time-tables should he for any reason deem it advisable to do so; It being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the docking for repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

Carriage of mails.

'The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf or under the direction of the postal authorities of Canada, or those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

Freight and passenger rates to be approved by the minister.

'The contractors shall, at least three weeks prior to the first sailing under this contract, furnish to the minister a schedule of the freight rates proposed to be charged between the different ports on both east and west bound trips, which schedule shall be subject to the approval of the minister, and after being approved by him shall not be changed except with his consent; and the minister may at any time, if he deem it advisable, fix the maximum rates to be charged on any article or class of goods; and the contractors shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, all passengers or freight that may be offered or that can reasonably be procured, at rates which shall not be in excess of such maximum rates as fixed by the minister, should he deem it advisable to so fix such maximum rates, and in no case shall any discrimination be made as regards rates, or otherwise, directly or indirectly, against Canadian merchants or shippers, who shall always have precedence for their freight and goods over all other merchants and shippers; and it is agreed and understood that the freight rates on east-bound trips, sailing from or , as hereinbefore provided, on through bills of lading to from any place in the provinces of Ontario and Quebec, or from any Canadian points farther west, shall in no case be greater than from the same place to via any United States route or port; and on west-bound trips the rates from to any place in Ontario or Quebec, or other Canadian points farther west, shall be as favourable as via any United States route or port to the same place; and it is further understood and agreed that the said steamers shall not carry between the

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ports of or and aforesaid, on any voyage run under the terms of this contract, either deals or lumber or timber to a greater extent than fifty per cent of the total quantity of the cargo carried on such voyage, and such quantity only in case other Canadian products are not offering or cannot be obtained. Provided, however, that in the event of other cargo not being obtainable, satisfactory evidence of that fact being furnished to the minister, then the contractors shall be allowed to make up the balance of the cargo with deals, boards or timber.

Calls at foreign ports.

'The steamer employed in carrying out the provisions of this contract shall not on any of its trips call at any foreign port not specified in this contract.

Carriage of nitro-glycerine or dangerous articles.

'The contractors shall not convey or permit to be conveyed in any steamer while employed in this service any nitro-glycerine or any other article which in the opinion of the minister shall be considered dangerous.

Subsidy subject to vote of Canadian parliament.

'It is conditioned, declared and agreed that the payment of subsidy, as hereinbefore stipulated, is subject to the amount specified, being provided for the purpose by a vote of the parliament of Canada, and that if no amount is voted for the purpose, or if any amount voted has become exhausted in payment thereof, and no further sum is voted for the purpose, this contract or agreement shall terminate and become void and of no effect, and the party of the first part shall not in consequence be held liable to damages.

Minister's right to terminate contract.

'It is declared to be the true intent and meaning of these presents, that the minister shall have the right at any time during the continuance of this contract, upon 30 days' notice in writing to the contractors, their successors or assigns, to terminate this contract, and every matter and thing herein contained, if it shall appear to the minister that there has been any breach on the part of the contractors, their successors or assigns, of any of the covenants, agreements, stipulations or provisions herein contained and entered into on the part of the contractors; and it is declared and agreed that the minister shall at all times be the sole and final judge as to whether there has been any such breach, and his decision shall be absolute, final and conclusive.

Assignment of contract.

'This contract shall not, nor shall any right or interest therein be assigned without the consent in writing of the minister to such assignment having been first obtained.

Canadian members of parliament not admitted to share in contract.

'It is a condition of these presents that no member of the House of Commons of Canada shall be admitted to any share or part of this contract or agreement nor to any benefit to arise therefrom.

Changes in contract.

'The minister may authorize any change or changes in the terms of this contract as may not be inconsistent with the vote providing for the payment of the subsidy.

Minister to be final judge as to full carrying out of contract.

'The minister shall at all times be the judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive.



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